NACOmatic

Effective: 14-January-2010
Expires: 11-February-2010

Your Ad Here

~95,000 Page views/month

Contact:

Doug Ranz
248-318-0011
NACOmatic@hotmail.com

www.NACOmatic.com Copyright 2010. All Rights Reserved.

Warranty

I make absolutely no warranty nor guarantee whatsoever about the accuracy, availability, applicability and/or correctness of any of the information in this document.

The official, original NACO documents are available for your downloading pleasure from: http://naco.faa.gov/index.asp?xml=naco/onlineproducts

Copyright

This compilation is protected by US copyright laws and international copyright treaties.

Limitations

The sale, hosting and/or distribution of this document in any and all forms, is prohibited.

Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R. Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

TN Min Alt#1 - 4
TN Min Rdr#1 - 7
TN Min TO#1 - 9
0A3 - 268
0A9 - 79
0M3 - 90
0M4 - 36
0M5 - 308
1M5 - 245
2A0 - 70
2A1 - 101
2M2 - 123
2M8 - 182
3M7 - 121
6A4 - 191
8A3 - 134
APT - 102
AYX - 293
BGF - 310
BNA - 200
CHA - 41
CKV - 51
CSV - 67
DKX - 104
DYR - 75
EOD - 54
FYE - 281
FYM - 80
GCY - 88
GHM - 39
GKT - 260
GZS - 247
HDI - 59
HZD - 93
JAU - 95
JWN - 231
LUG - 129
M01 - 141
M02 - 72
M04 - 66
M08 - 25
M33 - 85
M53 - 92
M54 - 125
M91 - 287
MBT - 193
MEM - 143
MKL - 96
MMI - 22
MNV - 137
MOR - 189
MQY - 270
MRC - 62
NQA - 185
PHT - 242
PVE - 131
RKW - 250
RNC - 139
RVN - 252
SCX - 238
SNH - 254
SRB - 283
SYI - 262
SZY - 257
TGC - 290
THA - 296
TRI - 27
TYS - 106
UCY - 304

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ASHLAND, KY

ASHLAND RGNL ..... **RNAV (GPS) Rwy 10[1]**
RNAV (GPS) Rwy 28[1]
VOR Rwy 10[2]

NA when local weather not available.
[1]Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.

BOWLING GREEN, KY

BOWLING GREEN-WARREN CITY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR-A

NA when local weather not available.

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES RGNL TN/VA ..... **ILS or LOC Rwy 5,** 900-2¾
ILS Rwy 23, 1000-3

NA when control tower closed.

CHATTANOOGA, TN

LOVELL FIELD ..... **ILS or LOC Rwy 2[12]**
ILS or LOC Rwy 20[12]
RADAR-1[34]
RNAV (GPS) Rwy 2[35]
RNAV (GPS) Rwy 15[16]
RNAV (GPS) Rwy 20[57]
RNAV (GPS) Rwy 33[13]
VOR Rwy 33[13]

[1]NA when control tower closed or when local weather not available.
[2]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]Category D, 800-2½.
[4]NA when control tower closed.
[5]NA when local weather not available.
[6]Category C, 800-2¼; Category D, 800-2½.
[7]Categories A,B,C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

CLARKSVILLE, TN

OUTLAW FIELD ..... **RNAV (GPS) Rwy 35**

NA when local weather not available.

COLUMBIA/MOUNT PLEASANT, TN

MAURY COUNTY ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME-A

NA when local weather not available.
Category D, 800-2¼.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL ..... **ILS or LOC Rwy 9**
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R

ILS, Category D, 700-2.

COVINGTON, TN

COVINGTON MUNI ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

DYERSBURG, TN

DYERSBURG RGNL ..... **RNAV (GPS) Rwy 4[1]**
RNAV (GPS) Rwy 22[1]
NDB-A[2]
VOR-A[1]
VOR /DME Rwy 4[1]

[1]NA when local weather not available.
[2]NA when FBO closed or local weather not available.

ELIZABETHTON, TN

ELIZABETHTON MUNI ..... **RNAV (GPS) Rwy 6**

NA when local weather not available.
Categories A,B, 1700-2; Category C, 1700-3.

NAME ALTERNATE MINIMUMS

FRANKFORT, KY

CAPITAL CITY ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

GLASGOW, KY

GLASGOW MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
VOR/DME Rwy 7
NA when local weather not available.
Category D, 900-2¾.

HENDERSON, KY

HENDERSON
CITY-COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

JACKSON, TN

MC KELLAR-
SIPES RGNL ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
NA when local weather not available.
[1]NA when control tower closed.

KNOXVILLE, TN

MC GHEE-TYSON ..... **ILS or LOC Rwy 5L[1]**
ILS or LOC Rwy 23R[1]
RNAV (GPS) Rwy 23R[2]
RADAR-1[3]
[1]ILS, Category D, 700-2.
[2]Category D, 800-2¼.
[3]Category E, 1000-3.

LEXINGTON, KY

BLUE GRASS ..... **ILS or LOC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR-A
NA when local weather not available.

LONDON, KY

LONDON-CORBIN COUNTY-
MAGEE FIELD ..... **ILS or LOC Rwy 6[1]**
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
VOR Rwy 6[2]
NA when local weather not available.
[1]ILS, LOC, Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

LOUISVILLE, KY

BOWMAN FIELD ..... **RNAV (GPS) Rwy 24**
NA when local weather not available.

LOUISVILLE INTL
STANDIFORD FIELD .... **ILS or LOC Rwy 17L[1]**
ILS or LOC Rwy 17R[1]
ILS or LOC Rwy 35L[2]
ILS or LOC Rwy 35R[2]
RNAV (GPS) Rwy 29[3]
[1]Categories A,B, 900-2;Category C, 900-2¾; Category D, 900-3.
[2]Categories A,B, 900-2;Category C, 900-2½; Category D, 900-2¾.
[3]Category D, 800-2¼.

MEMPHIS, TN

MEMPHIS INTL ..... **ILS or LOC Rwy 9**
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R
ILS, LOC, Category E, 800-2¾.

MIDDLESBORO, KY

MIDDLESBORO-
BELL COUNTY ..... **RNAV (GPS)-A**
NA when local weather not available.
Category A, 1700-2; Category B, 1800-2.

MILLINGTON, TN

MILLINGTON
RGNL JETPORT ..... **ILS or LOC Rwy 22[123]**
RNAV (GPS) Rwy 4[34]
RNAV (GPS) Rwy 22[24]
VOR/DME or TACAN Rwy 22[24]
[1]NA when control tower closed or when local weather not available.
[2]NA when local weather not available.
[3]ILS, Category E, 700-2½.LOC, Category E, 800-2½.
[4]Category E, 800-2½.

NASHVILLE, TN

JOHN C TUNE ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
Category D, 1000-3.
NA when local weather not available.

NASHVILLE INTL ..... **ILS or LOC Rwy 2C[1]**
RNAV (GPS) Y Rwy 2L[2]
[1]ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

OWENSBORO, KY

OWENSBORO-DAVIESS COUNTY ..... **ILS or LOC Rwy 36[1]**
RNAV (GPS) Rwy 36[3]
VOR or GPS Rwy 18[3]
VOR Rwy 5[2]
VOR Rwy 18[3]
VOR Rwy 36[3]

NA when control tower closed.
[1]ILS, Category C, 800-2¼. Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2¼.

PADUCAH, KY

BARKLEY RGNL ..... **ILS or LOC Rwy 4[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4

NA when local weather not available.
[1]NA when tower closed.

PRESTONSBURG, KY

BIG SANDY RGNL ..... **RNAV (GPS) Rwy 21**

NA when local weather not available

ROCKWOOD, TN

ROCKWOOD MUNI ..... **RNAV (GPS) Rwy 22**
VOR/DME Rwy 22

NA when local weather not available.

SHELBYVILLE, TN

BOMAR FIELD-SHELBYVILLE MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Y Rwy 36
RNAV (GPS) Z Rwy 36[1]
VOR Rwy 36

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SMYRNA, TN

SMYRNA ..... **ILS Rwy 32[13]**
NDB Rwy 32[12]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR/DME Rwy 14[2]
VOR/DME Rwy 32[2]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2.

SOMERSET, KY

LAKE CUMBERLAND RGNL ..... **ILS or LOC/DME Rwy 5[1]**
RNAV (GPS) Y Rwy 5[2]
RNAV (GPS) Z Rwy 5[2]
RNAV (GPS) Rwy 23[3]

NA when local weather not available.
[1]ILS, Category A, 700-2; Category B, 800-2; Category C, 800-2¼; Category D, 900-2¾. LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 900-2¾.
[3]Category C, 800-2¼, Category D, 800-2½.

UNION CITY, TN

EVERETT-STEWART ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19

NA when local weather not available.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY COUNTY ..... **RNAV (GPS) Rwy 2[1]**
RNAV (GPS) Rwy 20
VOR/DME Rwy 20[2]

NA when local weather not available.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.
[2]Category D, 900-3.

CAMPBELL AAF (KHOP), (FORT CAMPBELL), KY (Orig 08353 USA)

RADAR[11] **- (E)** 134.350x 237.5x 395.9x 258.3x 290.9x ELEV **572**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR-1[13]						
ASR	5[1 4 8 10]		ABC	940-1	384	(400-1)
			DE	940-1¼	384	(400-1¼)
	23[5 9 10]		AB	980/40	408	(500-¾)
			CD	980/50	408	(500-1)
			E	980/60	408	(500-1¼)
CIR[12]	5-23		A	1020-1	448	(500-1)
			B	1040-1	468	(500-1)
			C	1040-1½	468	(500-1½)
			DE	1140-2	568	(500-2)
RADAR-2						
PAR	5[1 2 3 4]	3.0/50/941	ABCDE	756-¾	200	(200-¾)
	23[2 3 5]	3.0/55/1143	ABCDE	772/40	200	(200-¾)
	36[1 3 6 7]	3.0/45/814	ABC	808-1	250	(300-1)

[1]Apch not auth when R-3701, R-3702A in use. [2]FAF 4.9 miles from threshold. [3]Glideslope intercept altitude 2200. [4]Final approach course 045. [5]Final approach course 225. [6]FAF 5.0 miles from threshold. [7]Final approach course 360. [8]Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240. [9]Recommended altitude 4 miles: 1880, 3 miles: 1580, 2 miles: 1260. [10]FAF 5.0 miles from threshold, minimum altitude 2200. [11]Lost Comm: As directed by ATC on initial contact. [12]Circling NA SE of Rwy 5-23.

Missed Approach:
Rwy 5: Climb to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.
Radar Missed Approach: Climb to 2200 for radar vectors.
Rwy 23: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.
Radar Missed Approach: Climb to 2200 for radar vectors.
Rwy 36: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.
Radar Missed Approach: Climb to 2200 for radar vectors.

[13]Radar Missed Approach: Climb to 2200 for radar vectors.

CHATTANOOGA, TN
Amdt. 9, OCT 27, 2005 (FAA) ELEV **682**

LOVELL FIELD
RADAR- 125.1 379.1 V A

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	2	AB	**1140**/24	458	(500-½)	C	**1140**/40	458	(500-¾)
		D	**1140**/50	458	(500-1)				
	20	AB	**1260**/24	587	(600-½)	C	**1260**/50	587	(600-1)
		D	**1260**/60	587	(600-1¼)				
	33	AB	**1340**-1	669	(700-1)	C	**1340**-1¾	669	(700-1¾)
		D	**1340**-2	669	(700-2)				
CIRCLING		AB	**1340**-1	658	(700-1)	C	**1340**-1¾	658	(700-1¾)
		D	**1460**-2½	778	(800-2½)				

When control tower closed, procedure not authorized.

KNOXVILLE, TN
Amdt. 22, MAY 12, 2005 (FAA) ELEV **981**

MC GHEE-TYSON
RADAR- 123.9 360.8 V A

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5R	AB	**1420**-1	461	(500-1)	C	**1420**-1¼	461	(500-1¼)
		D	**1420**-1½	461	(500-1½)	E	**1420**-1¾	461	(500-1¾)
	5L	AB	**1420**/24	467	(500-½)	C	**1420**/40	467	(500-¾)
		D	**1420**/50	467	(500-1)	E	**1420**/60	467	(500-1¼)
	23R	AB	**1520**/40	539	(600-¾)	C	**1520**/50	539	(600-1)
		D	**1520**/60	539	(600-1¼)	E	**1520**-1½	539	(600-1½)
	23L	AB	**1520**-1¼	555	(600-1¼)	C	**1520**-1½	555	(600-1½)
		D	**1520**-1¾	555	(600-1¾)	E	**1520**-2	555	(600-2)
CIRCLING		AB	**1520**-1¼	539	(600-1¼)	C	**1540**-1½	559	(600-1½)
		D	**1620**-2	639	(600-2)	E	**1900**-3	919	(1000-3)

For inoperative ALSF-2 Rwy 23R and MALSR Rwy 5L increase CAT E visibilty ½ mile.

SABRE AHP (EOD), TN (Fort Campbell), (Amdt 3, 09183 USA) **ELEV 593**

RADAR - (E) 118.1 340.9 V A NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		COPTER	1060-½	473	(500-½)
	4		COPTER	1100-½	507	(600-½)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ASHLAND, KY

ASHLAND RGNL (DWU)
AMDT 4 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 600-2¾ or std. with a min. climb of 430' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 103° to 1200 before proceeding on course. **Rwy 28,** climb heading 283° to 1100 before turning right.

NOTE: **Rwy 10,** trees beginning 1.96 NM from departure end of runway, 1810' left of centerline, up to 100' AGL/979' MSL. Trees beginning 1.18 NM from departure end of runway, 2051' left of centerline, 100' AGL/899' MSL. **Rwy 28,** trees beginning 200' from departure end of runway, 25' left of centerline, up to 100' AGL/640' MSL. Trees beginning 203' from departure end of runway, 341' left of centerline, up to 100' AGL/659' MSL.

ATHENS, TN

MCMINN COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1.

DEPARTURE PROCEDURE: Climb on runway heading to 2000 prior to turn.

NAME TAKE-OFF MINIMUMS

BARDSTOWN, KY

SAMUELS FIELD

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1100 before turning east.

BOLIVAR, TN

WILLIAM L. WHITEHURST FIELD

TAKE-OFF MINIMUMS: **Rwy 1,** 200-1. **Rwy 19,** 300-1.

BOWLING GREEN, KY

BOWLING GREEN-WARREN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1.

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES RGNL, TN/VA

TAKE-OFF MINIMUMS: **Rwy 5,** std. with a min. climb of 242' per NM to 2400, or 1000-3 for climb in visual conditions. **Rwy 23,** 300-1½ or std. with a min. climb of 294' per NM to 1700. **Rwy 27,** 400-2¼ or std. with a min. climb of 524' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. For climb in visual conditions: Cross Tri-Cities Rgnl TN/VA airport at or above 2500 then climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. **Rwy 9,** climb via heading 094° then climbing left turn via GZG VOR/DME R-200 to 5400 before proceeding on course. **Rwy 23,** climb via heading 228° then climbing right turn via HMV VORTAC R-260 to 3700 before proceeding on course. **Rwy 27,** climb via heading 274° to 2800 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 2048' from departure end of runway, 936' left of centerline, up to 90' AGL/1599' MSL. **Rwy 9,** tree 51' from departure end of runway, 389' left of centerline, 38' AGL/1528' MSL. Tree 264' from departure end of runway, 370' right of centerline, 46' AGL/1566' MSL. **Rwy 23,** trees beginning 3994' from departure end of runway, 149' right of centerline, up to 95' AGL/1645' MSL. Tree 3755' from departure end of runway, 299' left of centerline, 75' AGL/1592' MSL. Trees beginning 4056' from departure end of runway, within 10' of centerline, up to 95' AGL/1659' MSL. **Rwy 27,** radar antenna 4642' from departure end of runway, 588' left of centerline, 116' AGL/1811' MSL. Pipe beginning 339' from departure end of runway, 309' left of centerline, 26' AGL/1528' MSL. Trees beginning 1091' from departure end of runway, 348' left of centerline, up to 92' AGL/1756' MSL. Trees beginning 2823' from departure end of runway, 321' right of centerline, up to 100' AGL/1799' MSL. Pole 4666' from departure end of runway, 12' left of centerline, 53' AGL/1735' MSL. Pole 2660' from departure end of runway, 728' left of centerline, 18' AGL/1638' MSL. Terrain 12' from departure end of runway, 381' right of centerline, 0' AGL/1552' MSL.

CAMDEN, TN

BENTON COUNTY (0M4)

AMDT 1 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 037° to 900 before turning left.

NOTE: **Rwy 4,** trees beginning 539' from DER, 25' right of centerline, up to 100' AGL/534' MSL. Trees beginning 1067' from DER, 57' left of centerline, up to 100' AGL/549' MSL. Utility poles beginning 951' from DER, 325' left of centerline, 40' AGL/501' MSL. **Rwy 22,** trees beginning 1158' from DER, 597' left of centerline, up to 100' AGL/619' MSL. Trees beginning 1753' from DER, 925' right of centerline, up to 100' AGL/549' MSL.

CAMPBELL AAF (KHOP),

FORT CAMPBELL, KY. 08129

Rwy 5, 18, 23, 36 standard.

TAKE-OFF OBSTACLES: **Rwy 18,** Touchdown reflector 85' from DER, 109' left of centerline, 4' AGL/564' MSL. Touchdown reflector 104' from DER, 109' right of centerline, 4' AGL/563' MSL. **Rwy 23,** Tree line 1029' from DER, 541' left of centerline, 60' AGL/590' MSL. Rwy 36, Tree line 1199' from DER, 591' left of centerline, 60' AGL/607' MSL.

CENTERVILLE, TN

CENTERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 200-1.

CHATTANOOGA, TN

LOVELL FIELD

TAKE-OFF MINIMUMS: **Rwy 15,** 300-1¾ or std. with a min. climb o f 357' per NM to 1700. **Rwy 33,** 400-2½ or std. with a min. climb of 380' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2,** climb via heading 019° to 2400 before turning. **Rwy 15,** climb via heading 147° to 1700 before turning. **Rwy 20,** climb via heading 199° to 2200 before turning. **Rwy 33,** climbing right turn to 2500' via heading 020° before proceeding on course.

NOTE: **Rwy 2,** railroad 890' from departure end of runway, 598' left of centerline, 35' AGL/695' MSL. Tree 943' from departure end of runway, 666' right of centerline, 50' AGL/716' MSL. Tree 1663' from departure endof runway, 745' right of centerline, 50' AGL/726' MSL. Tree 1730' from departure end of runway, 666' right of centerline, 100' AGL/722' MSL. **Rwy 15,** antenna 1.3 NM from departure end of runway 430' left of centerline, 100' AGL/922' MSL. Tree 1.3 NM from departure end of runway, 475' left of centerline, 85' AGL/925' MSL. Tree 1.2 NM from departure end of runway, 623' left of centerline, 80' AGL/896' MSL. Pole 1.1 NM from departure end of runway, 1008' left of centerline, 86' AGL/946' MSL. Pole 3584' from departure end of runway, 870' left of centerline, 130' AGL/809' MSL. Tree 2154' from departure end of runway, 242' left of centerline, 100' AGL/749' MSL. Tree 1792' from departure end of runway, 199' left of centerline, 57' AGL/741' MSL. Tree 1593' from departure end of runway, 462' left of centerline, 43' AGL/754' MSL. Tree 2027' from departure end of runway, 335' left of centerline, 55' AGL/745' MSL. Pole 1588' from departure end of runway, 294' left of centerline, 90' AGL/723' MSL. Tree 1362' from departure end of runway, 458' left of centerline, 55' AGL/745' MSL. Tree 1783' from departure end of runway, 417' left of centerline, 55' AGL/740' MSL. Tree 1661' from departure end of runway, 363' left of centerline, 50' AGL/726' MSL. Tree 1070' from departure end of runway, 455' right of centerline, 60' AGL/752' MSL. Tree 1014' from departure end of runway, 332' right of centerline, 60' AGL/709' MSL. Tree 1114' from departure end of runway, 527' left of centerline, 50' AGL/716' MSL. Building 328' from departure end of runway, 354' left of centerline, 20' AGL/688' MSL. Hanger 313' from departure end of runway, 569' left of centerline, 25' AGL/691' MSL. **Rwy 20,** tree 2706' from departure end of runway, 965' left of centerline, 55' AGL/759' MSL.

LOVELL FIELD (CON'T)

Rwy 33, tree 2379' from departure end of runway, 348' right of centerline, 100' AGL/770' MSL. Tree 470' from departure end of runway, 382' right of centerline, 100' AGL/721' MSL. Tower 3544' from departure end of runway, 408' right of centerline, 105' AGL/786' MSL. Tree 1845' from departure end of runway, 239' left of centerline, 55' AGL/741' MSL. Tree 4479' from departure end of runway, 262' right of centerline, 100' AGL/800' MSL. Tree 508' from departure end of runway, 302' right of centerline, 1000' AGL/697' MSL. Tree 1208' from departure end of runway, 89' right of centerline, 100' AGL/711' MSL. Tree 1320' from departure end of runway, 74' left of centerline, 100' AGL/711' MSL. Tree 513' from departure end of runway,11' left of centerline, 100' AGL/687' MSL. Poles 1.3 NM from departure end of runway, 1010' right of centerline, 90' AGL/990' MSL. Tree 1.2 NM from departure end of runway, 46' right of centerline, 100' AGL/913' MSL. Pole 1.3 NM from departure end of runway, 576' left of centerline, 95' AGL/899' MSL. Tree 1.5 NM from departure end of runway, 2883' right of centerline, 100' AGL/935' MSL.

CLARKSVILLE, TN

OUTLAW FIELD

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. w/ min. climb of 240' per NM to 800. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 5,** multiple trees beginning 29' from departure end of runway, 135' right of centerline, up to 100' AGL/650' MSL. Multiple trees beginning 787' from departure end of runway, 225' left of centerline, up to 100' AGL/ 626' MSL. Road 41' from departure end of runway, 122' right of centerline, up to 15' AGL/541' MSL. Terrain 32' from departure end of runway, 414' right of centerline, 0'AGL/535' MSL. **Rwy 17,** multiple trees and poles beginning 14' from departure end of runway, 251' right of centerline, up to 100' AGL/621' MSL. Multiple trees beginning 174' from departure end of runway, 212' left of centerline, up to 59' AGL/608' MSL. **Rwy 23,** multiple trees beginning 184' from departure end of runway, 61' right of centerline, up to 100' AGL/593' MSL. Multiple trees beginning 912' from departure end of runway, 106' left of centerline, up to 100' AGL/590' MSL. Road 162' from departure end of runway, 7' right of centerline, up to 15' AGL/551' MSL. Cross on church 752' from departure end of runway, 237' left of centerline, 52' AGL/587' MSL.**Rwy 35,** multiple trees, poles, and buildings beginning 929' from departure end of runway, 249' left of centerline, up to 75' AGL/645' MSL. Multiple trees, poles and transmission towers beginning 959' from departure end of runway, 147' right of centerline, up to 100' AGL/695' MSL.

CLEVELAND, TN

HARDWICK FIELD

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 380' per NM to 1800. **Rwy 21,** 400-2½ or std. with a min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1800 before proceeding on course. **Rwy 21,** climbing right turn to 1900 direct GQO VORTAC before proceeding on course.

NOTE: **Rwy 3,** tree 845' from departure end of runway, 211' left of centerline, 89' AGL/963' MSL. Tree 4462' from departure end of runway, 1617' left of centerline, 100' AGL/1119' MSL. **Rwy 21,** tree 479' from departure end of runway, 222' right of centerline, 38' AGL/866' MSL. Tower 2.1 NM from departure end of runway, 1809' left of centerline, 305' AGL/1225' MSL.

COLUMBIA-MT. PLEASANT, TN

MAURY COUNTY

TAKE-OFF MINIMUMS: **Rwys 6, 24,** 400-1.

DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 1800 before turning right.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL

NOTE: **Rwy 9,** tree 3385' from departure end of runway, 1117' right of centerline, 68' AGL/988' MSL. Trees beginning 4562' from departure end of runway, 900' left of centerline, up to 98' AGL/1003' MSL. **Rwy 18C,** multiple trees beginning 1882' from departure end of runway, 834' left of centerline, up to 80' AGL/974' MSL. Tree 3473' from departure end of runway, 904' right of centerline, 79' AGL/929' MSL. **Rwy 18R,** trees beginning 3221' from departure end of runway, 895' left of centerline, up to 84' AGL/962' MSL. **Rwy 27,** multiple trees beginning 1084' from departure end of runway, 25' left of centerline, up to 95' AGL/955' MSL. Trees beginning 1951' from departure end of runway, 482' right of centerline, from 95' AGL/965' MSL. **Rwy 36L,** trees beginning 1033' from departure end of runway, 300' left of centerline, up to 98' AGL/922' MSL. Multiple trees beginning 1274' from departure end of runway, 84' right of centerline, up to 92' AGL/932' MSL. **Rwy 36C,** trees beginning 956' from departure end of runway, 613' right of centerline, up to 103' AGL/963' MSL. **Rwy 36R,** tree 1602' from departure end of runway, 754' right of centerline, 58' AGL/938' MSL. Light pole 1476' from departure end of runway, 813' left of centerline, 46' AGL/ 926' MSL.

COVINGTON, TN

COVINGTON MUNI

NOTE: **Rwy 1,** vehicle on road 513' from departure end of runway, 13' right of centerline, up to 15' AGL/294' MSL. **Rwy 19,** trees beginning 4626' from departure end of runway, 814' left of centerline, up to 100' AGL/399' MSL.

CROSSVILLE, TN

CROSSVILLE MEMORIAL-WHITSON FIELD

NOTE: **Rwy 8,** trees 31' from departure end of runway, 499' left of centerline, 60' AGL/1905' MSL. Trees 572' from departure end of runway, 499' left of centerline, 75' AGL/1889' MSL. Trees 8' from departure end of runway, 438' right of centerline, 30' AGL/1873' MSL. Bush 76' from departure end of runway , 213' right of centerline, 8' AGL/1872' MSL. **Rwy 26,** tree 43' from departure end of runway, 468' left of centerline, 26' AGL/1910' MSL. Numerous trees 94 to 576' from departure end of runway, 355 to 583' right of centerline, 40 to 70' AGL/1901 to 1927' MSL. Pole 141' from departure end of runway, 474' right of centerline, 50' AGL/1914' MSL. Tree 1083' from departure end of runway, 363' right of centerline, 74' AGL/1922' MSL. Tree 343' from departure end of runway, 538' left of centerline, 68' AGL/1939' MSL.

DANVILLE, KY

STUART POWELL FIELD (DVK)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19,** N/A - Obstacles. **Rwy 30,** 400 2½ or std. w/ min. climb of 284' per NM to 1600.

NOTES: **Rwy 12,** Trees beginning 1938' from departure end of runway, 604' left of centerline, up to 100' AGL/ 1100' MSL. Trees beginning 1536' from departure end of runway, 711' right of centerline, up to 100' AGL/1119' MSL. **Rwy 30,** Trees beginning 8' from departure end of runway, 21' left of centerline up to 100' AGL/1075' MSL. Building 247' from departure end of runway, 280' left of centerline, 12' AGL/1025' MSL. Trees beginning 1.4NM from departure end of runway, 2725' left of centerline, up to 100' AGL/1399' MSL. Obstruction light DME and trees beginning 460' from departure end of runway, 114' right of centerline, up to 100' AGL/1105' MSL.

DAYTON, TN

MARK ANTON

DEPARTURE PROCEDURE: **Rwys 3,21,** climb runway heading to 2500 before turning west.

DICKSON, TN

DICKSON MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 340' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 1400 before turning.

NOTE: **Rwy 17,** tower 9464' from departure end of runway, 2386' right of centerline, 306' AGL/1246' MSL. **Rwy 35,** trees 4589' from departure end of runway, 1555' left of centerline, 100' AGL/1039' MSL.

DYERSBURG, TN

DYERSBURG RGNL

NOTE: **Rwy 4,** trees 445' from departure end of runway,400' left of centerline, 90' AGL/395'MSL. **Rwy 22,** trees 1320' from departure end of runway,490' right of centerline, 103' AGL/378'MSL

ELIZABETHTON, TN

ELIZABETHTON MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** NA-obstacles. **Rwy 24,** 600-2 w/ min. climb of 380' per NM to 7000 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 244° to 3300 before proceeding on course. For climb in visual conditions cross Elizabethton Muni Airport at or above 4900 before proceeding on course.

NOTE: **Rwy 24,** numerous trees beginning 1655' from departure end of runway, 931' right of centerline, up to 100' AGL/2099' MSL. Numerous trees 1.36 NM from departure end of runway, 2353' left of centerline, up to 100' AGL/2179' MSL. Power line 5898' from departure end of runway, 973' left of centerline, up to 200' AGL/ 1759' MSL. Power line 1.13 NM from departure end of runway, 584' right of centerline, up to 200' AGL/1849' MSL.

ELIZABETHTOWN, KY

ADDINGTON FIELD

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 050° to 1800 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1404' from departure end of runway, 466' left of centerline, up to 96' AGL/835' MSL. **Rwy 23,** multiple trees and powerlines beginning 7' from departure end of runway, 372' left of centerline, up to 100' AGL/899' MSL. Multiple trees and powerlines beginning 2416' from departure end of runway, 25' right of centerline, up to 100' AGL/869' MSL.

FALMOUTH, KY

GENE SNYDER

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ a min. climb of 417' per NM to 1300.

NOTE: **Rwy 3,** tower 5831' from departure end of runway, 340' left of centerline, 106' AGL/1037' MSL. **Rwy 21,** trees beginning 300' from departure end of runway, left and right of centerline, up to 100' AGL/979' MSL.

FAYETTEVILLE, TN

FAYETTEVILLE MUNI

NOTE: **Rwy 2,** trees 820' from departure end of runway, 520' left of centerline, 70' AGL/1052' MSL. Trees 2430' from departure end of runway, 25' right of centerline, 78' AGL/1050' MSL. **Rwy 20,** trees 875' from departure end of runway, 420' left of centerline, 65' AGL/996' MSL. Trees 1370' from departure end of runway, 60' right of centerline, 65' AGL/1014' MSL. Trees 1720' from departure end of runway, 300' left of centerline, 60' AGL/ 1008' MSL. Trees 2070' from departure end of runway, 200' left of centerline, 70' AGL/1029' MSL.

FLEMINGSBURG, KY

FLEMING-MASON (FGX)

ORIG 09127 (FAA)

NOTE: **Rwy 7,** tree 53' from DER, 498' right of centerline, 50' AGL/929' MSL. **Rwy 25,** tree 126' from DER, 158' right of centerline, 34' AGL/914' MSL. Tree 525' from DER, 152' right of centerline, 41' AGL/921' MSL. Tree 505' from DER, 127' right of centerline, 38' AGL/918' MSL. Tree 587' from DER, 201' right of centerline, 40' AGL/920' MSL.

FRANKFORT, KY

CAPITAL CITY

NOTE: **Rwy 6,** tree 1238' from departure end of runway, 828' left of centerline, 60' AGL/879' MSL. Tree 1933' from departure end of runway, 937' left of centerline, 37' AGL/896' MSL. Tree 1986' from departure end of runway, 767' left of centerline, 55' AGL/894' MSL. Tree 1631' from departure end of runway, 675' left of centerline, 63' AGL/872' MSL. Tree 2151' from departure end of runway, 142' left of centerline, 59' AGL/878' MSL. Tree 2133' from departure end of runway, 489' right of centerline, 49' AGL/876' MSL. **Rwy 24,** tree 1745' from departure end of runway, 908' right of centerline, 80' AGL/909' MSL. Tree 1967' from departure end of runway, 847' right of centerline, 81' AGL/900' MSL. Tree 887' from departure end of runway, 736' from centerline, 70' AGL/869' MSL.

GALLATIN, TN

SUMNER COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 35,** trees 913' from departure end of runway, 278' left of centerline, 71' AGL/655' MSL. Trees 5701' from departure end of runway, 175' right of centerline, 100' AGL/839' MSL.

GEORGETOWN, KY

GEORGETOWN SCOTT COUNTY - MARSHALL FLD (27K)

ORIG 08045 (FAA)

NOTE: **Rwy 3,** Trees 3572' from departure end of runway, 162' left of centerline, 95' AGL/1042' MSL. **Rwy 21,** Vehicle on road 270' from departure end of runway, 51' left of centerline, 15' AGL/944' MSL.

GLASGOW, KY

GLASGOW MUNI (GLW)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. w/ min. climb of 656' per NM to 1000. **Rwy 25,** 300-1 or std.w/ min. climb of 281' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 073° to 1200 before proceeding southbound.

NOTE: **Rwy 7,** tree 2116' from departure end of runway, 1048' left of centerline, 100' AGL/889' MSL. Tree 2335' from departure end of runway, 910' left of centerline, 100' AGL/869' MSL. Terrain beginning 48' from departure end of runway, 9' left of centerline, up to 0' AGL/785' MSL. Terrain beginning 182' from departure end of runway, 68' right of centerline, up to 0' AGL/729' MSL. Tree 2047' from departure end of runway, 1039' left of centerline, up to 100' AGL/889' MSL. **Rwy 25,** multiple trees beginning 4669' from departure end of runway, 782' left and right of centerline, 100' AGL/869' MSL.

GODMAN AAF (KFTK)

FORT KNOX, KY

. . . . . Rwy 15, 300-1

Rwy 15, 18, 33, 36, climb runway heading to 1200 before turning.

GREENEVILLE, TN

GREENEVILLE-GREENE COUNTY MUNI

TAKE-OFF MINIMUMS: **Rwys 5, 23,** 400-1.

DEPARTURE PROCEDURE: **Rwys 5, 23,** climb runway heading to 3300 before turning southeast.

GREENVILLE, KY

MUHLENBURG COUNTY

TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

HARTFORD, KY

OHIO COUNTY (7K4)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. w/ min. climb of 255' per NM to 1200.

NOTE: **Rwy 3,** trees 460' from departure end of runway, 232' left of centerline, 47' AGL/582' MSL. Terrain beginning 23' from departure end of runway, 197' right of centerline, up to 579' MSL. Tower 2.5 NM from departure end of runway, 3516' right of centerline, 290' AGL/950' MSL. **Rwy 21,** trees 295' from departure end of runway, 26' left of centerline, 18' AGL/548' MSL.

HAZARD, KY

WENDELL H. FORD

TAKE-OFF MINIMUMS: **Rwys 6, 14,** 400-1. **Rwys 24, 32**, 300-1.

DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 2000 before turning on course.

HENDERSON, KY

HENDERSON CITY-COUNTY

DEPARTURE PROCEDURE: **Rwy 9,** climb to 800 on runway heading before turning north.

HOPKINSVILLE, KY

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

AMDT 1 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. w/ min. climb of 275' per NM to 800. **Rwy 26,** 300-1½ or std. w/ min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 080° to 800 before proceeding on course. **Rwy 26,** climb heading 258° to 1100 before turning north.

NOTE: **Rwy 8,** trees beginning 2876' from departure end of runway, 97' right of centerline, up to 100' AGL/669' MSL. Powerlines 3454' from departure end of runway, 852' left of centerline, 79' AGL/658' MSL. Trees beginning 3463' from departure end of runway, 1049' left of centerline, up to 100' AGL/739' MSL. **Rwy 26,** trees beginning 61' from departure end of runway, 2' left of centerline, up to 100' AGL/639' MSL. Trees beginning 758' from departure end of runway, 353' right of centerline, up to 100' AGL/629' MSL. Tower 2260' from departure end of runway, 582' left of centerline, 130' AGL/670' MSL. Elevator, 1.4 miles from departure end of runway, 1278' right of centerline, 201' AGL/780' MSL.

HUMBOLDT, TN

HUMBOLDT MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1. **Rwy 22,** 200-1.

HUNTINGDON, TN
CARROLL COUNTY
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1100 before turning west.

JACKSBORO, TN
CAMPBELL COUNTY
TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 477' per NM to 3400, or 200-1 w/ min. climb of 308' per NM to 3400, or 1600-2½ for climb in visual conditions. **Rwy 23,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 3400 before proceeding on course or for climb in visual conditions: cross Campbell County Airport at or above 2600 then proceed on VXV R-336 to 3600 before proceeding on course. Do not exceed 210 KIAS until established on VXV R-336 southeast bound.
NOTE: **Rwy 5,** multiple trees beginning 369' from departure end of runway, 579' right of centerline, up to 100' AGL/ 1279' MSL. Multiple trees beginning 2672' from departure end of runway, 140' left of centerline, up to 100' AGL/1339' MSL.

JACKSON, KY
JULIAN CARROLL
TAKE-OFF MINIMUMS: **Rwy 1,** 400-1 or std. with a min. climb of 250' per NM to 1900.
NOTE: **Rwy 1,** tree 2 miles north of departure end of runway, on centerline, 100' AGL/1700' MSL.

JACKSON, TN
MCKELLAR / SIPES RGNL (MKL)
AMDT 1 09127 (FAA)
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 023° to 1100 before turning right.
NOTE: **Rwy 2,** vehicles on roadway beginning 489' from DER, 594' left of centerline, up to 15' AGL/439' MSL. Trees beginning 782' from DER, 97' left of centerline, up to 100' AGL/491' MSL. Poles and trees beginning 880' from DER, 599' of centerline, up to 100' AGL/456' MSL. Antenna 2043' from DER, 947' left of centerline, 61' AGL/ 470' MSL. **Rwy 11,** trees beginning 787' from DER, 71' left of centerline, up to 77' AGL/476' MSL. Trees beginning 1080' from DER, 215' right of centerline, up to 100' AGL/ 509' MSL. **Rwy 20,** vehicles on roadway beginning 41' from DER, 221' right of centerline, up to 15' AGL/444' MSL. Trees beginning 2970' from DER, 877' left of centerline, up to 100' AGL/528' MSL. Trees beginning 2416' from DER, 1040' right of centerline, up to 100' AGL/532' MSL. Powerlines beginning 1893' from DER, 972' right of centerline, 40' AGL/499' MSL. **Rwy 29,** light pole 40' from DER, 402' left of centerline, 70' AGL/449' MSL. Vehicles on roadway beginning 165' from DER, left and right of centerline, up to 17' AGL/434' MSL. Trees beginning 1362' from DER, 360' right of centerline, up to 100' AGL/486' MSL. Trees beginning 1738' from DER, 55' left of centerline, up to 100' AGL/499' MSL.

JAMESTOWN, KY
RUSSELL COUNTY (K24)
ORIG 08017 (FAA)
NOTE: **Rwy 17,** trees 2071' from departure end of runway, 234' right of centerline, 54' AGL/1012' MSL. **Rwy 35,** trees 2500' from departure end of runway, 99' left of centerline, 65' AGL/1076' MSL.

JAMESTOWN, TN
JAMESTOWN MUNI (2A1)
ORIG 09267 (FAA)
NOTE: **Rwy 18,** trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL. **Rwy 36,** trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

JASPER, TN
MARION COUNTY-BROWN FIELD
TAKE-OFF MINIMUMS: **Rwy 4,** 1600-2 or std. with a min. climb of 410' per NM to 2400. **Rwy 22,** 1300-2 or std. with a min. climb of 260' per NM to 2200.
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 025° to 4000 before proceeding on course. **Rwy 22,** climb runway heading to 4000 before proceeding on course.

KNOXVILLE, TN
KNOXVILLE DOWNTOWN ISLAND
TAKE-OFF MINIMUMS: **Rwy 26,** 600-2.
DEPARTURE PROCEDURE: Comply with RADAR vectors or; **Rwy 26,** climb on heading 230° to 3000 before proceeding on course. **Rwy 8,** climb runway heading to 3000 before turning.

MCGHEE-TYSON
DEPARTURE PROCEDURE: Comply with SID or RADAR vectors, or; climb runway heading to 4000 before turning on course.

LAFAYETTE, TN
LAFAYETTE MUNI (3M7)
ORIG 09099 (FAA)
NOTE: **Rwy 1,** road + vehicle 666' from DER, on centerline, 17' AGL/976' MSL. Tree 1120' from DER, 356' left of centerline, 51' AGL/992' MSL. **Rwy 19,** tree 2490' from DER, 509' right of centerline, 90' AGL/1039' MSL. Tree 2643' from DER, 359' right of centerline, 85' AGL/1060' MSL. Tree 2767' from DER, 406' right of centerline, 91' AGL/1078' MSL. Tree 3387' from DER, 220' right of centerline, 93' AGL/1092' MSL.

LAWRENCEBURG, TN
LAWRENCEBURG-LAWRENCE COUNTY (2M2)
ORIG 09099 (FAA)
NOTE: **Rwy 17,** trees 10' from DER, 466' right of centerline, 100' AGL/1019' MSL. Vehicle on road 200' from DER, 526' left of centerline, 15' AGL/944' MSL. **Rwy 35,** trees 300' left of centerline, 100' AGL/1029' MSL. Trees, powerlines and vehicle on road 1395' from DER, on centerline, up to 100' AGL/1059' MSL.

LEBANON, TN
LEBANON MUNI
TAKE-OFF MINIMUMS: **Rwy 19,** 600-1 or std. with a min. climb of 350' per NM to 1200.

LEWISBURG, TN
ELLINGTON
TAKE-OFF MINIMUMS: **Rwy 20,** 500-1.

LEWISPORT, KY

HANCOCK CO-RON LEWIS FIELD (KY8)
ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 394' per NM to 700. **Rwy 23,** 400-1¾ or std. w/ a min. climb of 342' per NM to 900.

DEPARTURE PROCEDURE: Procedure NA at night.

NOTE: **Rwy 5,** trees beginning 206' from DER, 61' right of centerline, up to 100' AGL/599' MSL. **Rwy 23,** trees beginning 2778' from DER, 1230' right of centerline, up to 100' AGL/509' MSL. Tower 1.4 NM from DER, 1460' left of centerline, 300' AGL/770' MSL.

LEXINGTON, KY

BLUE GRASS

NOTE: **Rwy 4,** light 710' from departure end of runway, 657' right of centerline, 35' AGL/995' MSL. Multiple trees beginning 898' from departure end of runway, 501' right of centerline, up to 70' AGL/1041' MSL. Multiple trees beginning 1921' from departure endof runway, 603' left of centerline, up to 70' AGL/1042' MSL. **Rwy 8,** antenna on bunker 143' from departure end of runway, 170' right of centerline, 15' AGL/984' MSL. Road 207' from departure end of runway, 228' right of centerline, 15' AGL/ 989' MSL. Light 555' from departure end of runway, 5' right of centerline, 25' AGL/995' MSL. Light 662' from departure end of runway, 546' left of centerline, 25' AGL/995' MSL. Tree 836' from departure end of runway, 631' left of centerline, 50' AGL/1009' MSL. **Rwy 22,** tree 1034' from departure end of runway, 499' left of centerline, 50' AGL/971' MSL. Tree 2830' from departure end of runway, 209' left of centerline, 70' AGL/1019' MSL. Multiple poles beginning 4383' from departure end of runway, 1384' left o f centerline, up to 110' AGL /1080' MSL. **Rwy 26,** tree 72' from departure end of runway, 257' right of centerline, 70' AGL/1025' MSL. Multiple trees beginning 235' from departure end of runway, 176' left of centerline, up to 70' AGL/1014' MSL. Multiple trees beginning 1013' from departure end of runway, 2' right of centerline, up to 70' AGL/1037' MSL. Obstruction light on silo 1161' from departure end of runway, 206' right of centerline, 60' AGL/ 1029' MSL.

LEXINGTON-PARSONS, TN

BEECH RIVER RGNL

NOTE: **Rwy 1,** trees beginning 269' from departure end of runway, 179' right of centerline, up to 100' AGL/ 619' MSL. Trees beginning 258' from departure end of runway, 224' left of centerline, up to 100' AGL/599' MSL. **Rwy 19,** trees beginning 157' from departure end of runway, 259' right of centerline, up to 100' AGL/579' MSL. Trees beginning 227' from departure end of runway, 299' left of centerline, up to 100' AGL/549' MSL.

LIVINGSTON, TN

LIVINGSTON MUNI (8A3)
AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 21,** climb heading 215° to 1900 before proceeding on course.

NOTE: **Rwy 3,** trees beginning from 173' from DER, 133' left of centerline, up to 100' AGL/1499' MSL. Trees beginning from 282' from DER, 180' right of centerline, up to 100' AGL/1439' MSL. **Rwy 21,** trees beginning from 60' from DER, 186' right of centerline, up to 100' AGL/1459' MSL.

LONDON, KY

LONDON-CORBIN AIRPORT-MAGEE FIELD

TAKE-OFF MINIMUMS: **Rwy 6,** 500-2 or std. with a min. climb of 449' per NM to 1900.

NOTE: **Rwy 6,** tower 1.58 NM from departure end of runway, 1369' left of centerline, 192' AGL/1659' MSL. **Rwy 24,** tree 1400' from departure end of runway, 150' left of centerline, 42' AGL/1253' MSL, tree 3387' from departure end of runway, 822' right of centerline, 100' AGL/1349' MSL.

LOUISVILLE, KY

BOWMAN FIELD (LOU)
AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. w/ min. climb of 350' per NM to 900. **Rwy 33,** 300-1¾ or std. w/ min. climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 6,** trees beginning 361' from departure end of runway, 223' left of centerline, up to 95' AGL/625' MSL. Trees beginning 372' from departure end of runway, 32' right of centerline, up to 99' AGL/619' MSL. **Rwy 15,** trees beginning 77' from departure end of runway, 112' left of centerline, up to 88' AGL/588' MSL. Trees beginning 153' from departure end of runway, 107' right of centerline, up to 94' AGL/594' MSL. **Rwy 24,** trees beginning 137' from departure end of runway, 77' left of centerline, up to 103' AGL/643' MSL. Trees beginning 329' from departure end of runway, 68' right of centerline, up to 103' AGL/643' MSL. Antenna 4828' from departure end of runway, 1728' right of centerline, 147' AGL/697' MSL. **Rwy 33,** trees beginning 198' from departure end of runway, on centerline, up to 62' AGL/ 602' MSL. Trees beginning 184' from departure end of runway, 264' right of centerline, up to 81' AGL/621' MSL. Antenna 9019' from departure end of runway, 1421' right of centerline, 245' AGL/770' MSL.

LOUISVILLE, KY (CON'T)

LOUISVILLE INTL-STANDIFORD FIELD

TAKE-OFF MINIMUMS: **Rwy 17L,** std. w/ a min. climb of 234' per NM to 1300. **Rwy 17R,** std. w/ a min. climb of 249' per NM to 1300. **Rwy 35L,** 300-2 or std. w/ a min climb of 222' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11,** tree 1561' from departure end of runway, 855' left of centerline, 76' AGL/556' MSL. Tree 1466' from departure end of runway, 848' right of centerline, 72' AGL/552' MSL. Sign 928' from departure end of runway, 705' left of centerline, 25' AGL/505' MSL. **Rwy 17L,** light tower 622' from departure end of runway, 643' right of centerline, 25' AGL/496' MSL. Obstruction light on DME 498' from departure end of runway, 299' right of centerline, 14' AGL/485' MSL. Multiple trees and lighted towers beginning 328' from departure end of runway, 302' left of centerline, up to 89' AGL/560' MSL. Sign 723' from departure end of runway, 637' left of centerline, 26' AGL/502' MSL. **Rwy 17R,** vent on building, 1409' from departure end of runway, 807' left of centerline, 41' AGL/502' MSL. Pole 2241' from departure end of runway, 1013' left of centerline, 64' AGL/525' MSL. Pole 1609' from departure end of runway, 680' left of centerline, 42' AGL/503' MSL. **Rwy 29,** tree 1033' from departure end of runway, 73' right of centerline, 44' AGL/521' MSL. Obstruction light on glideslope 474' from departure end of runway, 399' right of centerline, 49' AGL/526' MSL. Tree 1257' from departure end of runway, 809' left of centerline, 73' AGL/550' MSL. Stack 1213' from departure end of runway, 329' left of centerline, 41' AGL/518' MSL. Multiple lighted towers beginning 873' from departure end of runway, 224' left of centerline, up to 83' AGL/560' MSL. **Rwy 35L,** multiple trees and lighted towers beginning 258' from departure end of runway, 115' left of centerline, up to 267' AGL/757' MSL. Multiple trees and lighted towers beginning 270' from departure end of runway, 231' right of centerline, up to 70' AGL/560' MSL. **Rwy 35R,** multiple trees and lighted towers beginning 542' from departure end of runway, 303' right of centerline, up to 79' AGL/580' MSL.

MADISONVILLE, KY

MADISONVILLE MUNI (2I0)
ORIG 08045 (FAA)

NOTE: **Rwy 5,** Vehicle on road 163' from departure end of runway, 525' right of centerline, 15' AGL/434' MSL. Vehicle on road 466' from departure end of runway, 597' left of centerline, 15' AGL/454' MSL. **Rwy 23,** Vehicle on road 563' from departure end of runway, 608' right of centerline, 15' AGL/464' MSL. Pole 910' from departure end of runway, 590' left of centerline, 98' AGL/537' MSL.

MADISONVILLE, TN

MONROE COUNTY

DEPARTURE PROCEDURE: **Rwy 5,** climb via runway heading and VXV VORTAC R-231 northeastbound to 3100' before turning. **Rwy 23,** climb via runway heading and VXV VORTAC R-231 southwestbound to 2700' before turning.

NOTE: **Rwy 5,** building 2340' from departure end of runway, 263' left of centerline, 88' AGL/1089' MSL. **Rwy 23,** trees 1188' from departure end of runway, 211' left of centerline, 74' AGL/1105' MSL.

MAYFIELD, KY

MAYFIELD GRAVES COUNTY

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

MC MINNVILLE, TN

WARREN COUNTY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1 or std. with a min. climb of 400' per NM climb to 2200.

MEMPHIS, TN

GENERAL DEWITT SPAIN

TAKE-OFF MINIMUMS: **Rwy 17**, std. with min. climb of 240' per NM to 1100, or 1200-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, for climb in visual conditions, cross General Dewitt Spain Airport at or above 1100 before proceeding on course. **Rwy 35**, climb via heading 347° to 1000 before proceeding on course.

MEMPHIS INTL (MEM)
ADMT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1¼ or std. w/ min. climb of 224' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 9,** light pole and multiple trees beginning 1498' from departure end of runway, 800' left of centerline, up to 81' AGL/390' MSL. **Rwy 18L,** multiple trees beginning 1262' from departure end of runway, 601' left of centerline, up to 90' AGL/419' MSL. Multiple trees beginning 2692' from departure end of runway, 224' right of centerline, up to 84' AGL/413' MSL. **Rwy 18C,** tree 2788' from departure end of runway, 288' left of centerline, 94' AGL/413' MSL. Multiple trees beginning 1693' from departure end of runway, 507' right of centerline, up to 96' AGL/435' MSL. **Rwy 18R,** pole, VORTAC, and multiple trees beginning 2570' from departure end of runway, 1011' left of centerline, up to 93' AGL/452' MSL. Multiple trees beginning 1519' from departure end of runway, 790' right of centerline, up to 71' AGL/420' MSL. **Rwy 27,** tree 4145' from departure end of runway, 1328' left of centerline, 112' AGL/361' MSL. Antenna 5413' from departure end of runway, 1499' left of centerline, 158' AGL/407' MSL. Tree 785' from departure end of runway, 682' right of centerline, 75' AGL/324' MSL. **Rwy 36C,** light pole 1949' from departure end of runway, 928' right of centerline, 67' AGL/336' MSL.

MIDDLESBORO, KY

MIDDLESBORO-BELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 736' per NM to 3500, or 2500-3 for climb in visual conditions. **Rwy 28,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 10,** climb via heading 103° to 3500 before proceeding on course. For climb in visual conditions: cross Middlesboro-Bell County Airport at or above 3500 before proceeding on course.

NOTE: **Rwy 10,** road and vehicle 264' from departure end of runway, on centerline, 17' AGL/1166' MSL. Trees 52' from departure end of runway, 223' right of centerline, 100' AGL/1249' MSL. Trees 617' from departure end of runway, 100' AGL/1249' MSL. Tower 5066' from departure end of runway, 1033'left of centerline, 198' AGL/1335' MSL. Trees 1 NM from departure end of runway, 1354' right of centerline, 100' AGL/1379' MSL. Trees 1.67 NM from departure end of runway, 1900' left of centerline, 100' AGL/1599' MSL. Numerous trees beginning 2 NM from departure end of runway, 3200' left and right of centerline, upsloping on Cumberland Mountain, up to 100' AGL/2499' MSL. 200' AAO 3.15 NM from departure end of runway, 1191' left of centerline, 200' AGL/2899' MSL.

MILLINGTON, TN

CHARLES W. BAKER

DEPARTURE PROCEDURE: **Rwys 18**, climb runway heading to 1500 before turning left.

MONTICELLO, KY

WAYNE COUNTY

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 250' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 3, 21,** climb runway heading to 1800 before proceeding on course.

MOREHEAD, KY

MOREHEAD - ROWAN COUNTY CLYDE A. THOMAS RGNL (M97)

ORIG 08325 (FAA)

NOTE: **Rwy 2,** trees 777' from departure end of runway, 494' left of centerline up to 77' AGL/1096' MSL. **Rwy 20,** trees 1595' from departrue end of runway, 716' left of centerline up to 71' AGL/1090' MSL. Vehicle on road 10' from departure end of runway, 435' left of centerline up to 17' AGL/1029' MSL. Trees 432' from departure end of runway, 534' right of centerline up to 75' AGL/1054' MSL.

MORRISTOWN, TN

MOORE-MURRELL

TAKE-OFF MINIMUMS: **Rwy 5,** std., cross departure end of runway at or above 35' AGL/1310' MSL.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn via heading 065° to 2800 before proceeding on course. **Rwy 23,** climb via heading 233° and VXV VORTAC R-060 inbound to 4000 before turning south.

NOTE: **Rwy 5,** building 1900' from departure end of runway, 437' left of centerline, 73' AGL/1348' MSL. Trees 14,570' from departure end of runway, 3880' left of centerline, 100' AGL/1739' MSL. Trees 16,259' from departure end of runway, 2703' left of centerline, 100' AGL/1719' MSL. Trees 16,927' from departure end of runway, 3861' left of centerline, 100' AGL/1859' MSL. **Rwy 23,** pole 1450' from departure end of runway, 450' right of centerline, 54' AGL/1367' MSL.

MOUNT STERLING, KY

MOUNT STERLING-MONTGOMERY COUNTY

TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. with a min. climb of 210' per NM to 1600.

NOTE: **Rwy 3,** tower 2.57 miles northeast of approach end of runway 21, 416' AGL/1426' MSL.

MOUNTAIN CITY, TN

JOHNSON COUNTY (6A4)

ORIG 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 3400-3 for climb in visual conditions. **Rwy 24,** 1100-3 with min. climb of 510' per NM to 5700, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6,** for climb in visual conditions (NA at night): cross Johnson County Airport at or above 5500 MSL before proceeding on course. **Rwy 24,** for climb in visual conditions (NA at night): cross Johnson County airport at or above 5500 MSL before proceeding on course.

MURFREESBORO, TN

MURFREESBORO MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1.

MURRAY, KY

KYLE-OAKLEY FIELD

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1.

NASHVILLE, TN

JOHN C. TUNE

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 3000 before turning right. **Rwy 20,** climb runway heading to 3000 before turning.

NASHVILLE, TN (CON'T)

NASHVILLE INTL (BNA)

AMDT 7 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 240' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 20L,** climb heading 200° to 1400 before turning right. **Rwys 20C, 20R** climb heading 200° to 1800 before turning right. **Rwy 31**, climb heading 315° to 2600 before proceeding on course.

NOTE: **Rwy 2L,** trees beginning 203' from departure end of runway, 489' right of centerline, up to 60' AGL/576' MSL. **Rwy 2R,** trees beginning 237' from departure end of runway, 534' right of centerline, up to 60' AGL/569' MSL. **Rwy 13,** blast fence obstruction light 335' from departure end of runway, 64' left of centerline, 6' AGL/595' MSL. Trees beginning 2852' from departure end of runway, 28' right of centerline, up to 60' AGL/685' MSL. Pole 3761 ' from departure end of runway, 726' right of centerline, 60' AGL/689' MSL. **Rwy 20L,** trees beginning 211' from departure end of runway, 520' right of centerline, up to 60' AGL/669' MSL. Trees beginning 223' from departure end of runway, 510' left of centerline, up to 100' AGL/669' MSL. **Rwy 20C,** trees beginning 1480' from departure end of runway, 744' right of centerline, up to 60' AGL/649' MSL. Trees beginning 1549' from departure end of runway, 882' left of centerline, up to 60' AGL/609' MSL. **Rwy 20R,** flagpole 1298' from departure end of runway, 777' right of centerline, 37' AGL/636' MSL. Building 2183' from departure end of runway, 1083' right of centerline, 91' AGL/680' MSL. **Rwy 31,** ground 2' from departure end of runway, 498' left of centerline, 0' AGL/541' MSL. LOC obstruction light 303'from departure end of runway, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from departure end of runway, 50' left of centerline, 30' AGL/569' MSL. Trees beginning 789' from departure end of runway, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from departure end of runway, 429' left of centerline, 29' AGL/578' MSL. Transmission tower 1882' from departure end of runway, 219' right of centerline, 61' AGL/610' MSL. Pole 2037' from departure end of runway, 422' right of centerline, 47' AGL/596' MSL. Transmission tower 2778' from departure end of runway, 83' left of centerline, 91' AGL/630' MSL.

ONEIDA, TN

SCOTT MUNI

NOTE: **Rwy 5,** tree 2800' from departure end of runway, 600' right of centerline, 69' AGL/1605' MSL. **Rwy 23,** pole 950' from departure end of runway, on centerline, 42' AGL/1575' MSL. Power line 2938' from departure end of runway, 450' right of centerline, 142' AGL/1660' MSL.

OWENSBORO, KY

OWENSBORO-DAVIESS COUNTY (OWB)

AMDT 4 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 400-2 or std. w/ min. climb of 340' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 1000 before turning west.

NOTE: **Rwy 5,** numerous buildings beginning 340' from departure end of runway, 454' left of centerline, up to 31' AGL/436' MSL. Multiple trees beginning 1898' from departure end of runway, 350' left of centerline, up to 69' AGL/474' MSL. Pole 1853' from departure end of runway, 206' left of centerline, 47' AGL/452' MSL. Pole 1863' from departure end of runway, 413' left of centerline, 49' AGL/454' MSL. Windsock 393' from departure end of runway, 163' left of centerline, 10' AGL/418' MSL. Trees beginning 1489' from departure end of runway, 429' right of centerline, up to 49' AGL/454' MSL. **Rwy 18,** pole 942' from departure end of runway 133' left of centerline, 38' AGL/438' MSL. Pole 1134' from departure end of runway, 675' left of centerline, 45' AGL/445' MSL. **Rwy 23,** tree 1521' from departure end of runway, 650' right of centerline, 100' AGL/509' MSL. Tree 2223' from departure end of runway, 81' right of centerline, 82' AGL/482' MSL. **Rwy 36,** multiple trees beginning 478' from departure end of runway, 500' right of centerline, up to 36' AGL/439' MSL. Tower 1.54 NM from departure end of runway, 2941' right of centerline, 403' AGL/803' MSL. Obstacle light on tower 1.55 NM from departure end of runway, 2940' right of centerline, 403' AGL/803' MSL. Tree 939' from departure end of runway, 496' left of centerline, 40' AGL/443' MSL. Building 508' from departure end of runway, 578' left of centerline, 22' AGL/426' MSL.

PADUCAH, KY

BARKLEY RGNL

NOTE: **Rwy 4,** multiple trees and bushes beginning 131' from departure end of runway, 13' left of centerline, up to 100' AGL/452' MSL. Multiple trees beginning 697' from departure end of runway, 19' right of centerline, up to 100' AGL/464' MSL. Pole 1301' from departure end of runway, 316' right of centerline, up to 17' AGL/415' MSL. **Rwy 14,** multiple trees beginning 858' from departure end of runway, 77' left of centerline, up to 100' AGL/487' MSL. Road 551' from departure end of runway, 144' left of centerline, 17' AGL/422' MSL. Tree 788' from departure end of runway, 13' right of centerline, up to 100' AGL/439' MSL. Terrain 13' from departure end of runway, 320' right of centerline, 0' AGL/404' MSL. **Rwy 22,** multiple terrain and trees beginning 128' from departure end of runway, 30' left of centerline, up to 100' AGL/507' MSL. Road 981' from departure end of runway, 692' right of centerline, 17' AGL/444' MSL. Terrain 76' from departure end of runway, 3' right of centerline, 0' AGL/420' MSL. Terrain 25' from departure end of runway, 388' right of centerline, 0' AGL/411' MSL. **Rwy 32,** multiple trees beginning 376' from departure end of runway, 173' right of centerline, up to 100' AGL/458' MSL. Multiple trees and terrain beginning 31' from departure end of runway, 42' left of centerline, up to 100' AGL/462' MSL.

PIKEVILLE, KY

PIKE COUNTY-HATCHER FIELD (PBX)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. w/ min. climb of 453' per NM to 2300 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** for climb in visual conditions: cross Pike County-Hatcher Field airport at or above 2300 before proceeding on course.

NOTE: **Rwy 9,** tree 4788' from DER, 1173' right of centerline, 20' AGL/1739' MSL. Multiple trees beginning 2702' from DER, 654' left of centerline and 965' right of centerline, up to 20' AGL/1770' MSL.

PORTLAND, TN

PORTLAND MUNI

NOTE: **Rwy1,** tree 501' from departure end of runway, 180' right of centerline, 100' AGL/839' MSL. Tree 1564' from departure end of runway, 507' left of centerline, 100' AGL/839' MSL. **Rwy 19,** multiple trees 673' from departure end of runway, 83' right of centerline, up to 100' AGL/919' MSL.

PRESTONSBURG, KY

BIG SANDY RGNL

NOTE: **Rwy 21,** multiple trees and poles beginning 250' from departure end of runway, 11' right of centerline, up to 72' AGL/1272' MSL. Multiple trees and poles beginning 294' from departure end of runway, 35' left of centerline, up to 83' AGL/1283' MSL.

PULASKI, TN

ABERNATHY FIELD

TAKE-OFF MINIMUMS: **Rwy 16,** 400-1¾ or std. with a min. climb of 291' per NM to 1200. **Rwy 34,** 400-1½ or std. with a min. climb of 380' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 155° to 1200 before turning.

NOTE: **Rwy 16,** trees 1.43 NM from departure end of runway, 1986' right of centerline, 100' AGL/999' MSL. **Rwy 34,** multiple trees beginning 4625' from departure end of runway, 740' left of centerline, up to 100' AGL/979' MSL. Trees 1.2 NM from departure end of runway, 135' right of centerline, 100' AGL/1019' MSL.

ROCKWOOD, TN

ROCKWOOD MUNI

TAKE-OFF MINIMUMS: **Rwy 22,** 500-2 or std. with a min. climb of 300' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 4000 before proceeding on course.

ROGERSVILLE, TN

HAWKINS COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 500-1. **Rwy 25,** 800-1.

DEPARTURE PROCEDURE: Climb on runway heading to 2600 before turning.

RUSSELLVILLE, KY

RUSSELLVILLE-LOGAN COUNTY

DEPARTURE PROCEDURE: **Rwy 6,** climb to 1700 before turning left. **Rwy 24,** climb to 1700 before turning right.

SABRE AHP (FORT CAMPBELL) (EOD)

CLARKSVILLE, TN . . . . . AMDT 1, 09183

Rwy 22, Vehicle on road 134' from DER, 259' right of centerline, up to 15' AGL/604' MSL.

SAVANNAH, TN

SAVANNAH-HARDIN COUNTY (SNH)
AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19,** 400-2¼ or std. with min. climb of 260' per NM to 1000.

NOTE: **Rwy 1,** trees beginning 1243' from DER, 101' right of centerline, up to 70' AGL/589' MSL. **Rwy 19,** trees beginning 973' from DER, left and right of centerline, up to 70' AGL/789' MSL.

SELMER, TN

ROBERT SIBLEY (SZY)
ORIG 08269 (FAA)

NOTE: **Rwy 17,** terrain beginning 71' from departure end of runway, 154' right of centerline, up to 644' MSL. Trees beginning 104' from departure end of runway, 405' right of centerline, up to 76' AGL/695' MSL. Pole 1208' from departure end of runway, 810' right of centerline, 28' AGL/687' MSL. Pole 1857' from departure end of runway, 380' right of centerline, 45' AGL/664' MSL. **Rwy 35,** vehicles on roadway 107' from departure end of runway, on centerline, up to 15' AGL/622' MSL. Trees beginning 95' from departure end of runway, 206' right of centerline, up to 51' AGL/645' MSL.

SEVIERVILLE, TN

GATLINBURG-PIGEON FORGE

DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn via VXV VORTAC R-090 westbound to 5000 before turning on course. **Rwy 28,** climb direct VXV VORTAC to 5000 before turning on course.

NOTE: **Rwy 10,** trees 300' from departure end of runway, 350' left of centerline, 80' AGL/1123' MSL. Trees 610' from departure end of runway, 390' left of centerline, 85' AGL/1137' MSL. Power line 1504' from departure end of runway, 380' left of centerline, 55' AGL/1091' MSL. **Rwy 28,** trees 120' left of departure end of runway, 45' AGL/1062' MSL. Tower 13,580' from departure end of runway, 2626' right of centerline, 175' AGL/1359' MSL.

SHELBYVILLE, TN

BOMAR FIELD-SHELBYVILLE MUNI (SYI)
AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 180° to 1600 before turning left. **Rwy 36,** climb heading 345° to 1700 before turning right.

NOTE: **Rwy 18,** tree 81' from departure end of runway, 176' right of centerline, up to 100' AGL/890' MSL. Tree 86' from departure end of runway, 199' left of centerline, up to 100' AGL/880' MSL. **Rwy 36,** trees and terrain 505' from departure end of runway, 36' left of centerline, up to 7' AGL/806' MSL.

SMITHVILLE, TN
SMITHVILLE MUNI (0A3)
ORIG 08157 (FAA)
NOTE: **Rwy 6,** trees and terrain beginning 76' from departure end of runway, 256' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 733' from departure end of runway, 11' left of centerline up to 100' AGL/1119' MSL. **Rwy 24,** trees and terrain beginning 76' from departure end of runway, 8' left of centerline, up to 100' AGL/1119' MSL. Trees and terrain beginning 83' from departure end of runway, 162' right of centerline, up to 100' AGL/1179' MSL.

SMYRNA, TN
SMYRNA (MQY)
AMDT 5 09071 (FAA)
DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 1200 before turning northeast.
NOTE: **Rwy 1,** multiple trees beginning 842' from DER, 80' right of centerline, up to 60' AGL/580' MSL. Multiple trees beginning 1191' from DER, 193' left of centerline, up to 60' AGL/569' MSL. **Rwy 14,** tree 1321' from DER, 808' left of centerline, up to 60' AGL/572' MSL. **Rwy 19,** multiple trees beginning 1808' from DER, 67' right of centerline, up to 60' AGL/601' MSL. Light 1495' from DER, 603' right of centerline, up to 49' AGL/573' MSL. Multiple trees beginning 1649' from DER, 167' left of centerline, up to 60' AGL/622' MSL. **Rwy 32,** multiple trees beginning 413' from DER, 65' right of centerline, up to 60' AGL/695' MSL. Multiple trees beginning 78' from DER, 298' left of centerline, up to 60' AGL/635' MSL.

SOMERSET, KY
LAKE CUMBERLAND RGNL
TAKE-OFF MINIMUMS: **Rwy 5**, 900-2 or std. with a min. climb of 420' per NM to 2000. **Rwy 23,** 800-2 or std. with a min. climb of 220' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 046° to 2000 before turning. **Rwy 23,** climb via heading 236° to 2000 before turning.
NOTE: **Rwy 5,** tower 10, 412' from departure end of runway, 497' right of centerline, 100' AGL/1300' MSL. **Rwy 23,** tower 20, 700' from departure end of runway, 17,575' left of centerline, 460' AGL/1715' MSL.

SOMERVILLE, TN
FAYETTE COUNTY
NOTE: **Rwy 1,** multiple trees beginning 527' from departure end of runway, 343' right of centerline, up to 100' AGL/529' MSL. Multiple trees beginning 427' from departure end of runway, 8' left of centerline, up to 100' AGL/529' MSL. **Rwy 19,** multiple trees beginning 87' from departure end of runway, 306' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 709' from departure end of runway, 455' left of centerline, up to 100' AGL/549' MSL.

SPARTA, TN
UPPER CUMBERLAND RGNL (SRB)
ORIG 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 4,** climb via heading 037° to 3400 before proceeding on course.
NOTE: **Rwy 4,** tree 56' from departure end of runway, 448' right of centerline, 100' AGL/1049' MSL. Tree 484' from departure end of runway, 574' right of centerline, 100' AGL/1056' MSL. **Rwy 22,** tree 1646' from departure end of runway, 775' left of centerline, 100' AGL/1069' MSL.

SPRINGFIELD, KY
LEBANON-SPRINGFIELD
TAKE-OFF MINIMUMS: **Rwy 11,** 300-1.

SPRINGFIELD, TN
SPRINGFIELD ROBERTSON COUNTY
NOTE: **Rwy 22,** trees 1419' from departure end of runway, 15' left of centerline, 42' AGL/742' MSL.

STURGIS, KY
STURGIS MUNI
TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.
DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 800 before turning west.

TOMPKINSVILLE, KY
TOMPKINSVILLE-MONROE COUNTY (TZV)
ORIG 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 2000 before proceeding on course.
NOTE: **Rwy 4,** trees beginning at DER, left and right of centerline, up to 100' AGL/1100' MSL. **Rwy 22,** pole 10' from DER, 114' right of centerline, 2' AGL/1016' MSL. Trees beginning at DER, left and right of centerline, up to 100' AGL/1132' MSL.

TRENTON, TN
GIBSON COUNTY
TAKE-OFF MINIMUMS: **Rwy 1,** 400-1.
DEPARTURE PROCEDURE: **Rwys 1, 19,** climb runway heading to 1500 before turning east.

TULLAHOMA, TN
TULLAHOMA RGNL/WM NORTHERN FIELD (THA)
ORIG 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA - Turf runway.

UNION CITY, TN
EVERETT-STEWART RGNL (UCY)
ORIG 08101 (FAA)
NOTE: **Rwy 19,** vehicles on roadway beginning 177' from departure end of runway, left and right of centerline, up to 15' AGL/364' MSL.

WAVERLY, TN
HUMPHREYS COUNTY
TAKE-OFF MINIMUMS: **Rwys 3, 21,** 200-1.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,** 400-1¼ or std. w/ a min. climb of 470' per NM to 1700. **Rwy 20,** std. w/ min. climb of 280' per NM to 2700, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 2000 before turning East. **Rwy 20,** for climb in visual conditions cross Williamsburg-Whitley County Airport at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 2,** multiple trees beginning 1167' from departure end of runway, 524' right of centerline, up to 49' AGL/1226' MSL. Multiple trees beginning 3563' from departure end of runway, left of centerline, up to 175' AGL/1353' MSL. Multiple trees beginning 4285' from departure end of runway, right of centerline, up to 321' AGL/1499' MSL. **Rwy 20,** multiple trees beginning 331' from departure end of runway, 331' left of centerline, up to 62' AGL/1217' MSL.

WINCHESTER, TN

WINCHESTER MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb on runway heading to 2000 before turning.

NDB MMI	APP CRS	Rwy ldg	5500
242	033°	TDZE	827
		Apt Elev	858

NDB or GPS RWY 2

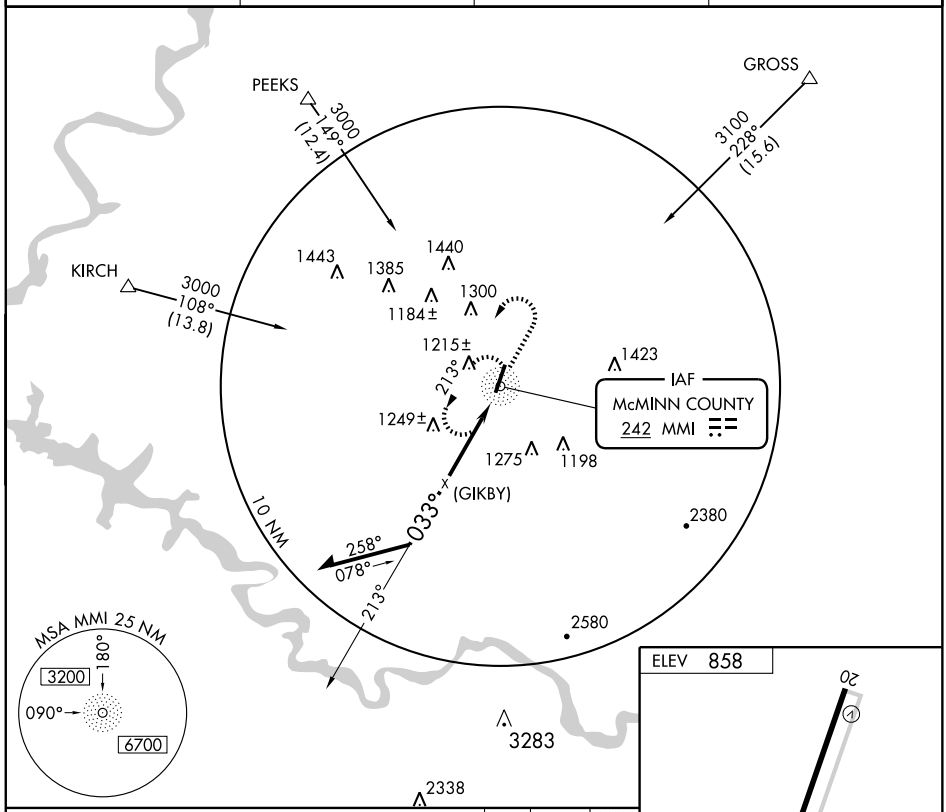
ATHENS/MCMINN COUNTY (MMI)

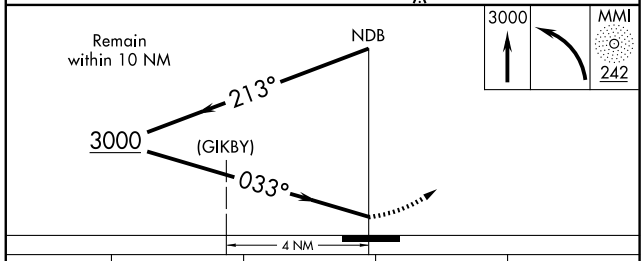
If local altimeter setting not received, use Knoxville altimeter setting and increase all MDAs 160 feet.

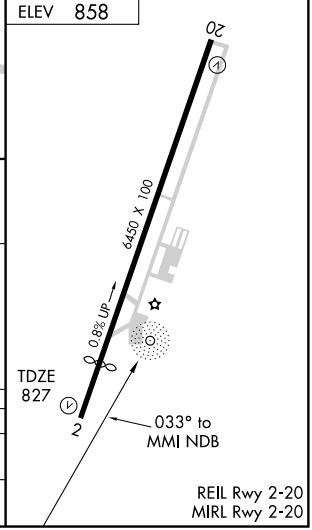
NA

MISSED APPROACH: Climb to 3000 then left turn direct MMI NDB and hold.

AWOS-3	KNOXVILLE APP CON	GCO	UNICOM
125.425	123.9 353.6	121.725	122.8 (CTAF)







CATEGORY	A	B	C	D
S-2	1620-1 793 (800-1)	1620-1¼ 793 (800-1¼)	1620-2¼ 793 (800-2¼)	1620-2½ 793 (800-2½)
CIRCLING	1620-1 770 (800-1)	1620-1¼ 770 (800-1¼)	1620-2¼ 770 (800-2¼)	1620-2½ 770 (800-2½)

SE-1. 14 JAN 2010 to 11 FEB 2010

NDB MMI	APP CRS	Rwy ldg	6450
242	198°	TDZE	858
		Apt Elev	858

NDB RWY 20

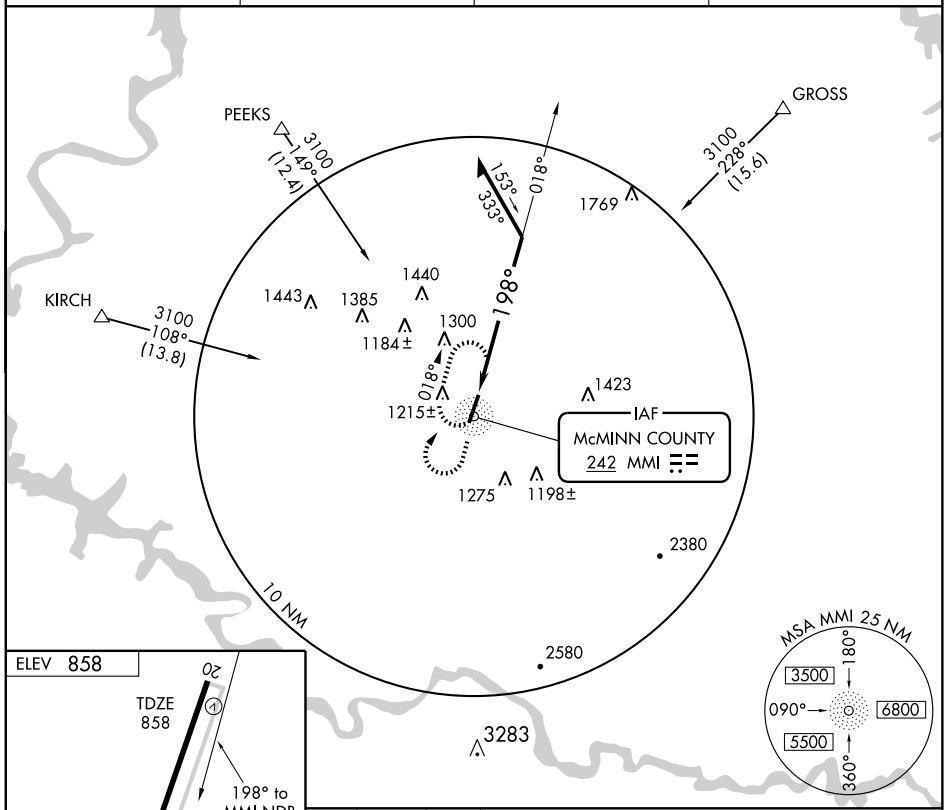
ATHENS/MCMINN COUNTY (MMI)

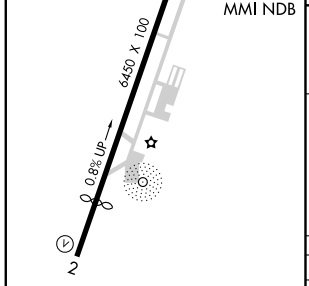
NA

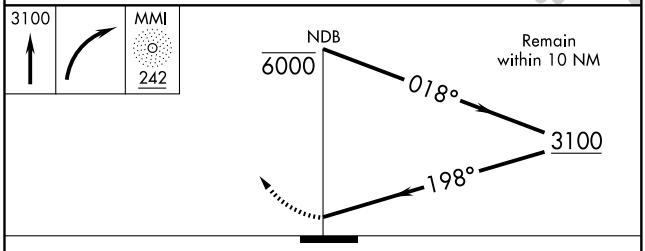
If local altimeter setting not received, use Knoxville altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 then right turn direct MMI NDB and hold, continue climb-in-hold to 3100.

AWOS-3	KNOXVILLE APP CON	GCO	UNICOM
125.425	123.9 353.6	121.725	122.8 (CTAF)







CATEGORY	A	B	C	D
S-20	1940-1¼ 1082 (1100-1¼)	1940-1½ 1082 (1100-1½)	1940-3 1082 (1100-3)	
CIRCLING	1940-1¼ 1082 (1100-1¼)	1940-1½ 1082 (1100-1½)	1940-3 1082 (1100-3)	

REIL Rwy 2-20
MIRL Rwy 2-20

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	6450
202°	TDZE	858
	Apt Elev	858

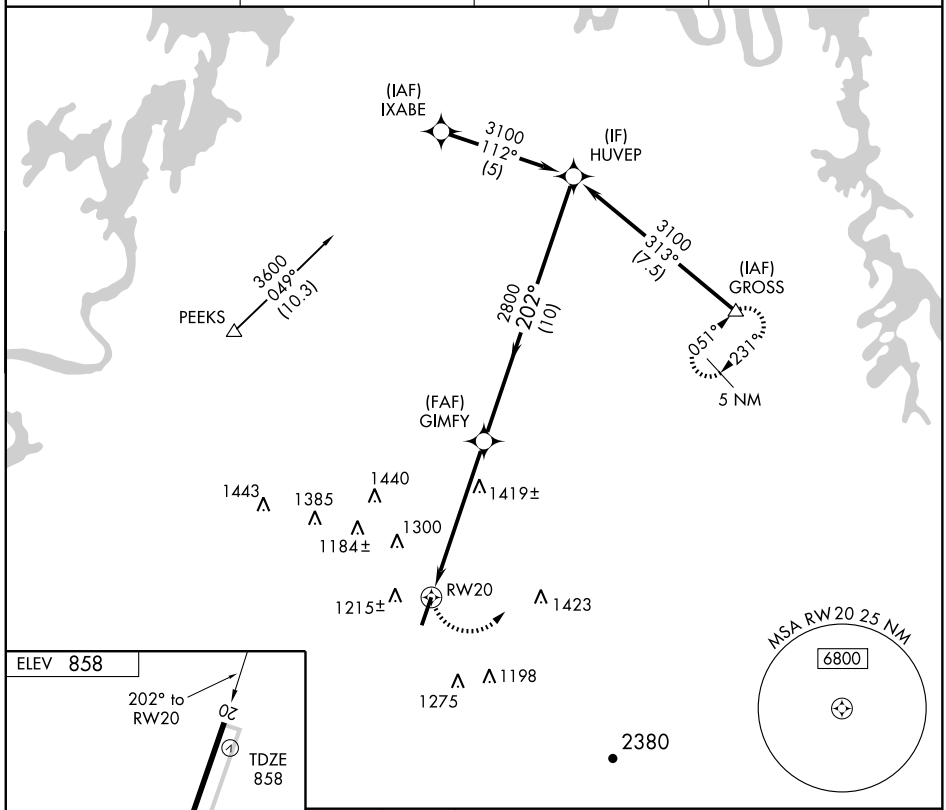
RNAV (GPS) RWY 20
ATHENS/MCMINN COUNTY (MMI)

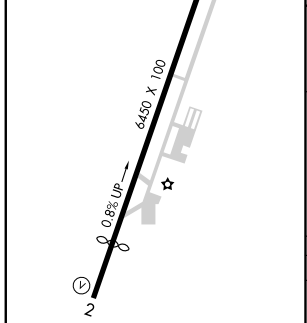
T A NA

If local altimeter setting not received, use Mcghee Tyson altimeter setting and increase all MDAs 120 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

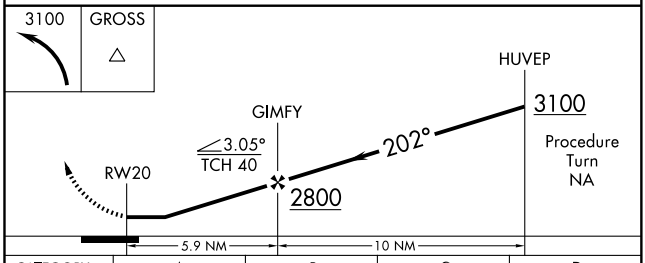
MISSED APPROACH: Climbing left turn to 3100 direct GROSS and hold.

AWOS-3	KNOXVILLE APP CON	GCO	UNICOM
125.425	123.9 353.6	121.725	122.8 (CTAF)





REIL Rwy 2-20
MIRL Rwy 2-20



CATEGORY	A	B	C	D
LNAV MDA	1680-1 822 (900-1)	1680-1¼ 822 (900-1¼)	1680-2½ 822 (900-2½)	1680-2¾ 822 (900-2¾)
CIRCLING	1680-1 822 (900-1)	1680-1¼ 822 (900-1¼)	1680-2½ 822 (900-2½)	1680-2¾ 822 (900-2¾)

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5000
006°	TDZE	499
	Apt Elev	499

RNAV (GPS) RWY 1

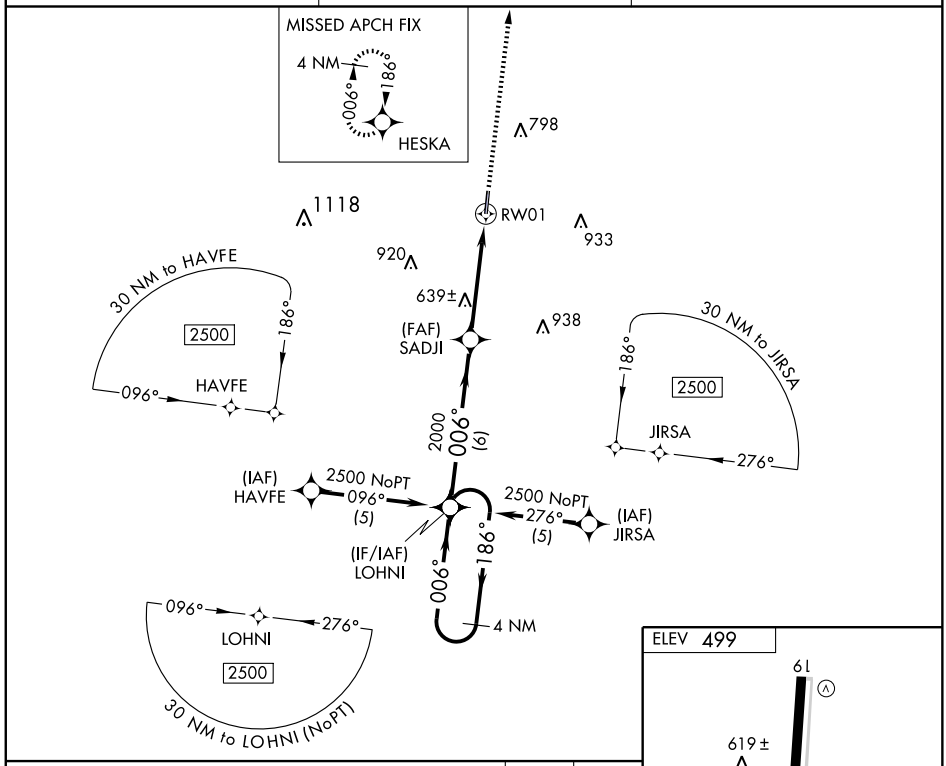
BOLIVAR / WILLIAM L. WHITEHURST FIELD (MØ8)

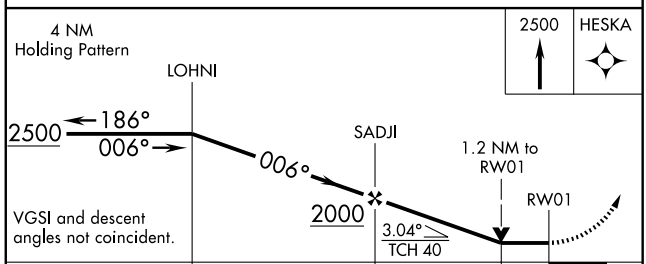
NA

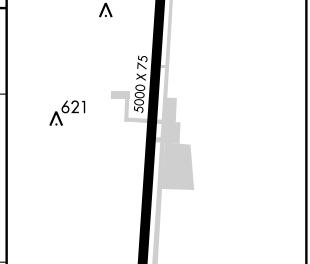
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LNAV Cat D visibility ¼ mile, and Circling Cat D ½ mile.
VDP NA when using Jackson altimeter setting.

MISSED APPROACH: Climb to 2500 direct HESKA and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.125	124.35 239.3	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	900-1 401 (500-1)		900-1¼ 401 (500-1¼)	
CIRCLING	980-1 481 (500-1)		980-1½ 481 (500-1½)	1160-2 661 (700-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5000
186°	TDZE	491
	Apt Elev	499

RNAV (GPS) RWY 19

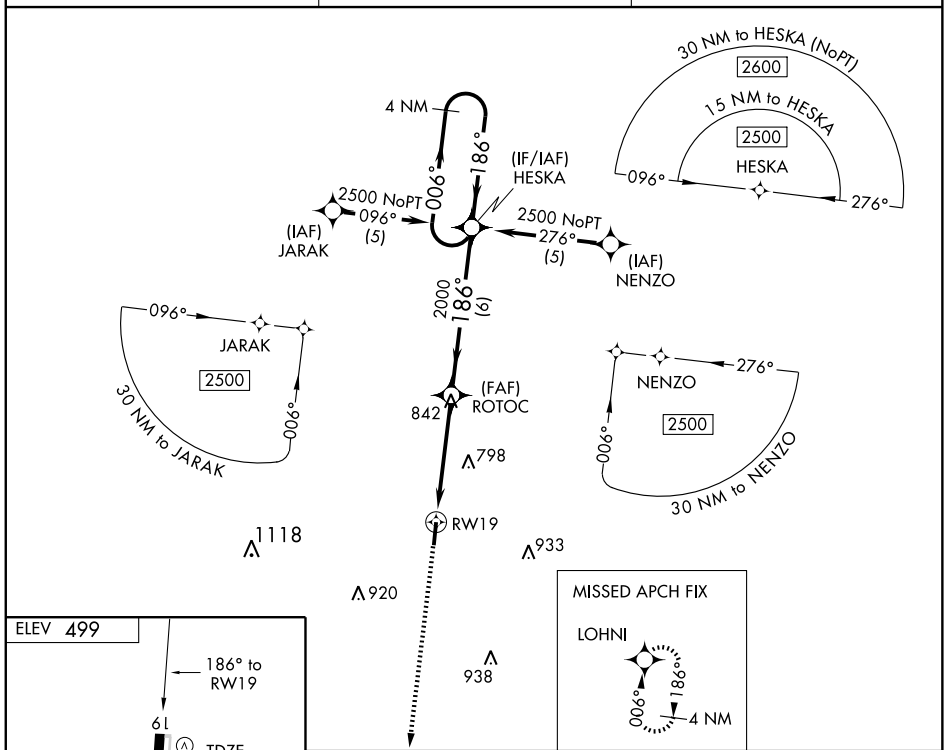
BOLIVAR / WILLIAM L. WHITEHURST FIELD (MØ8)

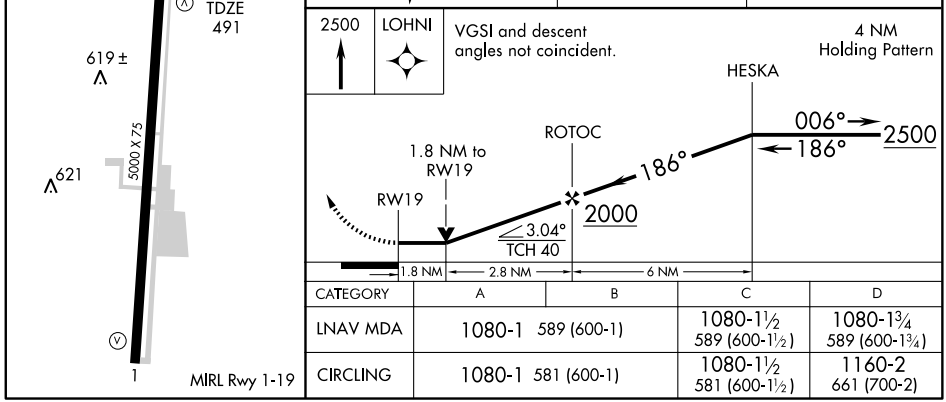
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility ¼ mile, increase Circling Cat C visibility ¼ mile and Cat D visibility ½ mile. VDP NA when using Jackson altimeter setting.

MISSED APPROACH: Climb to 2500 direct LOHNI and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.125	124.35 239.3	123.0 (CTAF)





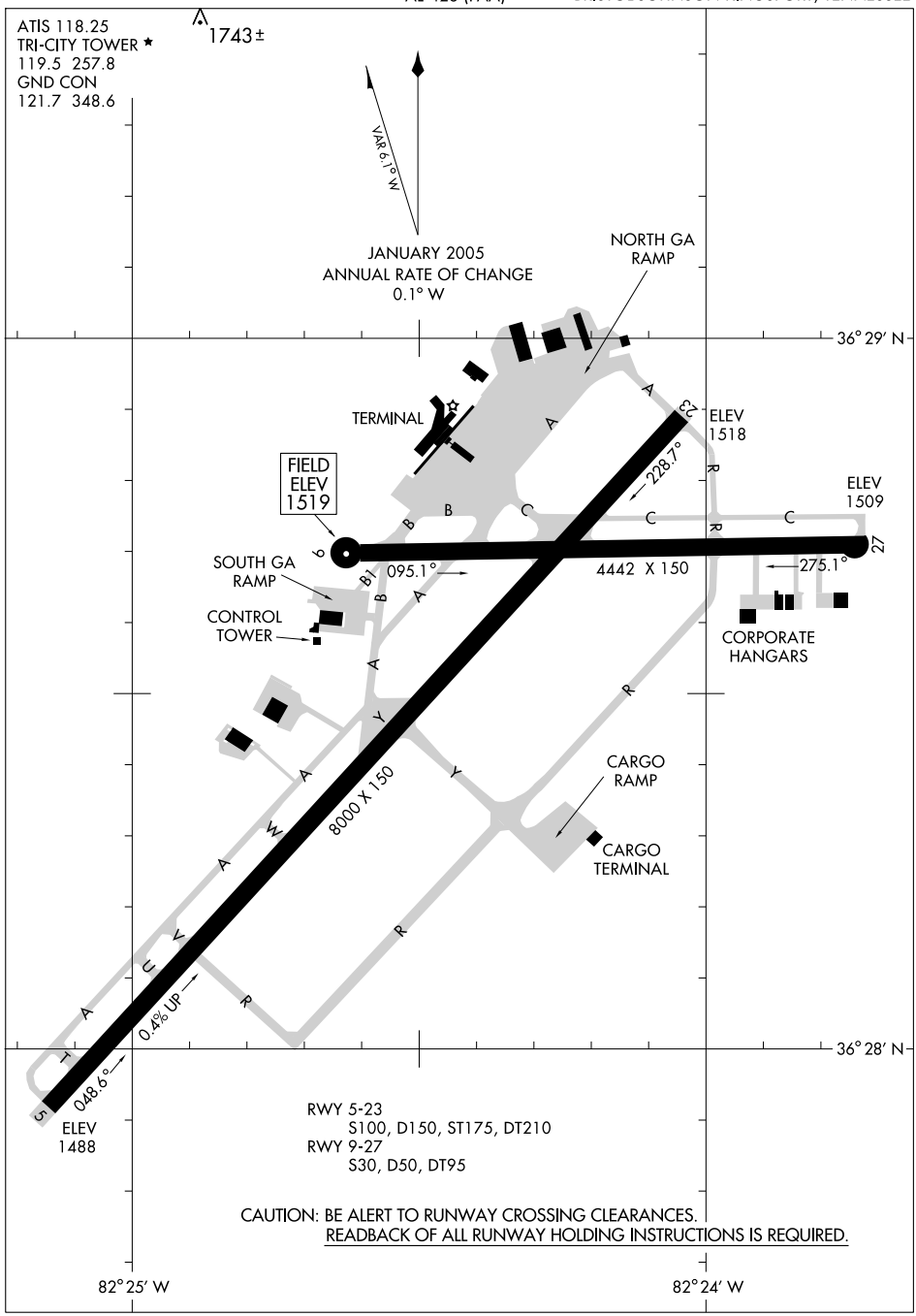
CATEGORY	A	B	C	D
LNAV MDA	1080-1 589 (600-1)		1080-1½ 589 (600-1½)	1080-1¾ 589 (600-1¾)
CIRCLING	1080-1 581 (600-1)		1080-1½ 581 (600-1½)	1160-2 661 (700-2)

07298

AIRPORT DIAGRAM

AL-426 (FAA)

BRISTOL/TRI-CITIES RGNL TN/VA (TRI)
BRISTOL-JOHNSON-KINGSPORT, TENNESSEE



RWY 5-23
S100, D150, ST175, DT210
RWY 9-27
S30, D50, DT95

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-1, 14 JAN 2010 to 11 FEB 2010

LOC I-BON	APP CRS	Rwy ldg	8000
111.5	048°	TDZE	1498
		Apt Elev	1519

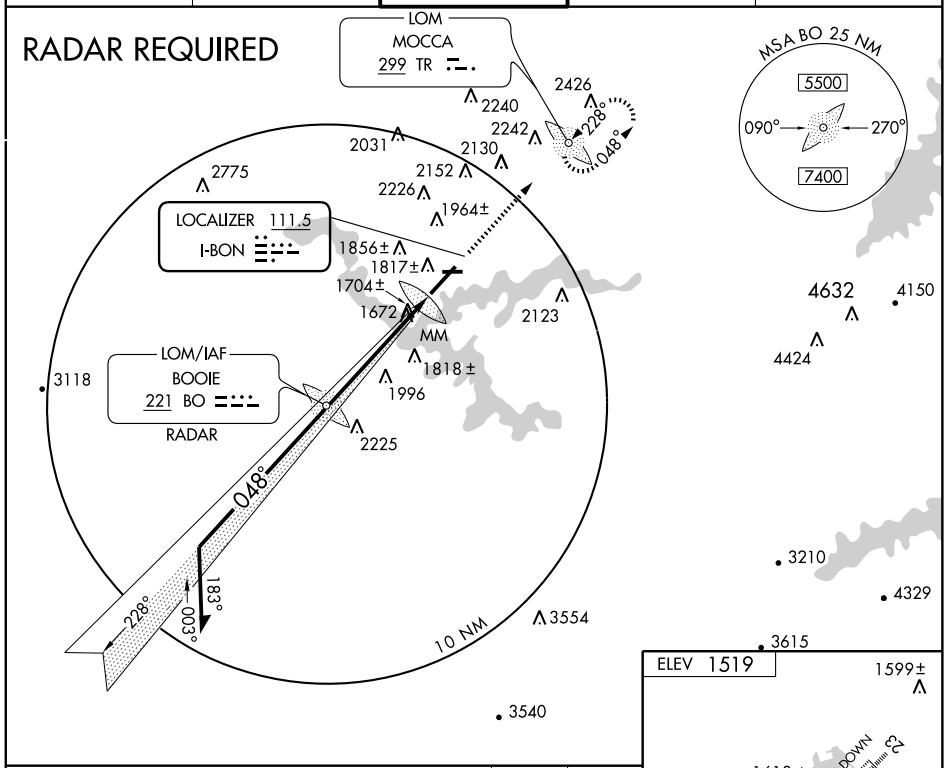
ILS or LOC RWY 5

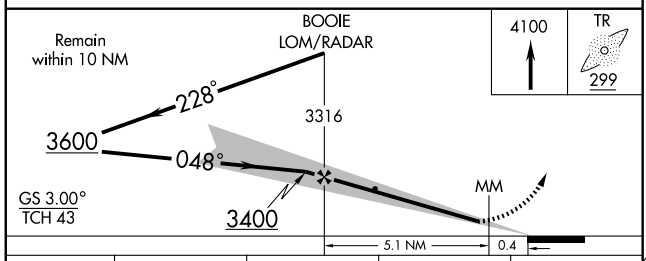
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

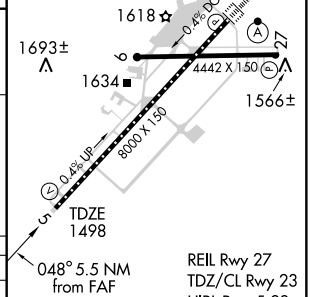
Circling not authorized northwest of Rwys 9 and 23.
Autopilot Coupled Approach not authorized below 1739′ MSL.
RADAR or ADF REQUIRED

MISSED APPROACH: Climb to 4100 direct MOCCA LOM and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95







REIL Rwy 27
TDZ/CL Rwy 23
HIRL Rwy 5-23
MIRL Rwy 9-27

CATEGORY	A	B	C	D
S-ILS 5	1698/40 200 (200-¾)			
S-LOC 5	1960/50 462 (500-1)		1960/60 462 (500-1¼)	1960-1½ 462 (500-1½)
CIRCLING	2340-1 821 (900-1)	2340-1¼ 821 (900-1¼)	2340-2½ 821 (900-2½)	2340-2¾ 821 (900-2¾)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-TRI	APP CRS	Rwy ldg	8000
109.9	228°	TDZE	1518
		Apt Elev	1519

ILS RWY 23

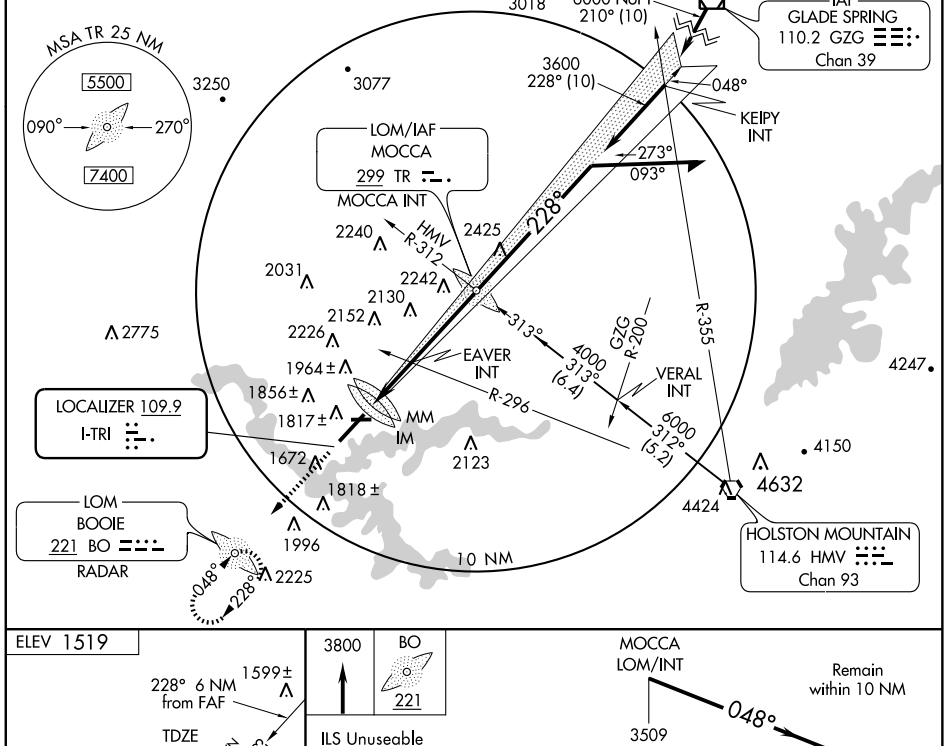
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

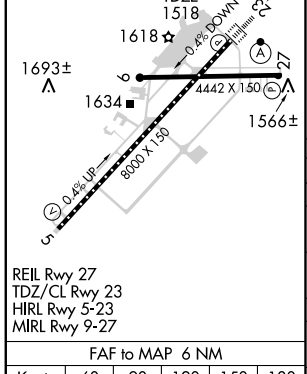
CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway center line 3571 feet from runway threshold. Circling not authorized NW of Rwys 9 and 23. When control tower closed: 1. S-ILS-23 increase visibilities to RVR 4000 all Cats. 2. S-LOC-23 increase visibilities ½ mile all Cats. ADF OR RADAR REQUIRED

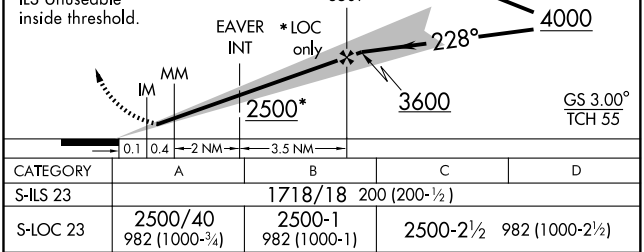
ALSF-2

MISSED APPROACH: Climb to 3800 direct BOOIE LOM/RADAR and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95







REIL Rwy 27
TDZ/CL Rwy 23
HIRL Rwy 5-23
MIRL Rwy 9-27

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-ILS 23	1718/18 200 (200-½)			
S-LOC 23	2500/40 982 (1000-¾)	2500-1 982 (1000-1)	2500-2½ 982 (1000-2½)	
CIRCLING	2500-1¼ 981 (1000-1¼)	2500-1½ 981 (1000-1½)	2500-3 981 (1000-3)	
EAVER INT MINIMUMS				
S-LOC 23	1980/24 462 (500-½)		1980/40 462 (500-¾)	1980/50 462 (500-1)
CIRCLING	2340-1 821 (900-1)	2340-1¼ 821 (900-1¼)	2340-2½ 821 (900-2½)	2340-2¾ 821 (900-2¾)

SE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-TRI	APP CRS	Rwy ldg	8000
109.9	228°	TDZE	1518
		Apt Elev	1519

ILS RWY 23 (CAT II)

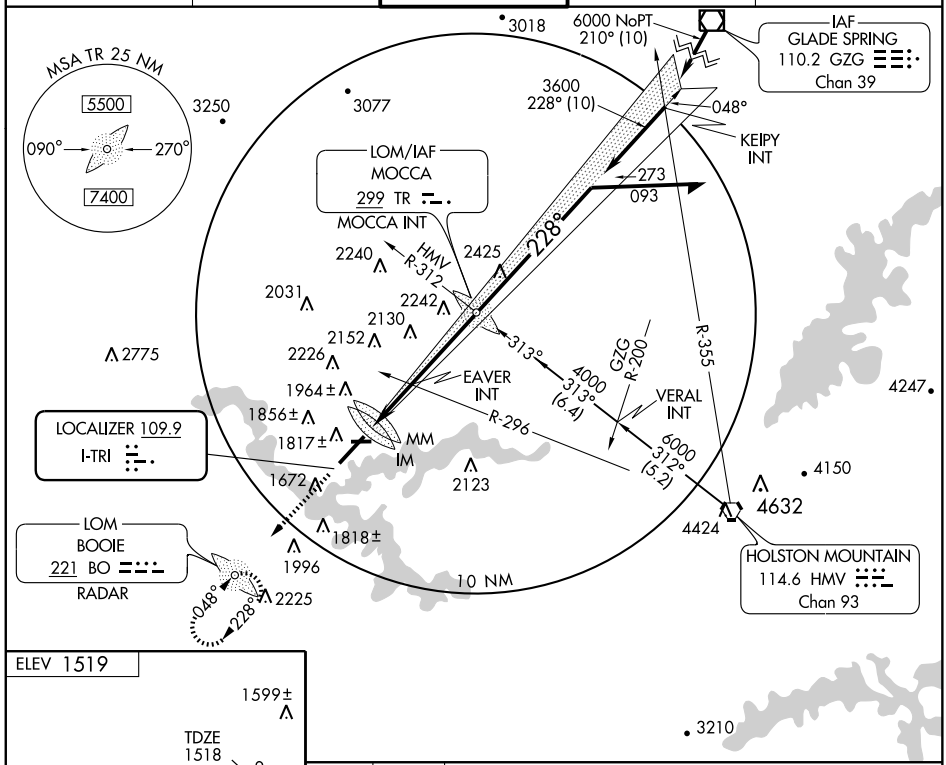
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

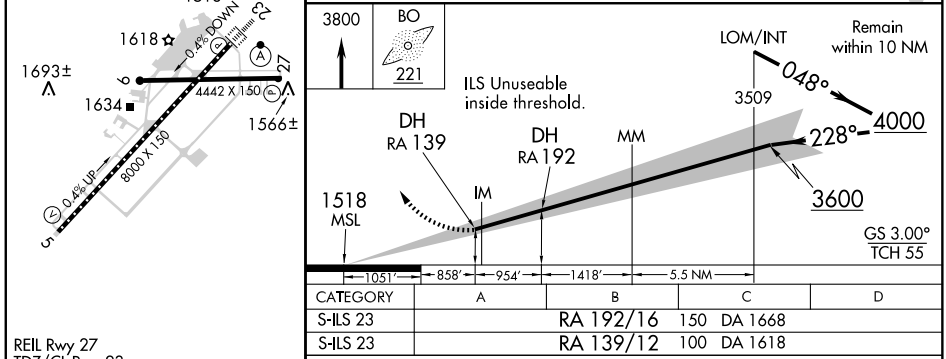
CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway center line 3571 feet from runway threshold. Circling not authorized NW of Rwys 9 and 23. When control tower closed, Cat. II not authorized.
ADF OR RADAR REQUIRED

ALSF-2

MISSED APPROACH: Climb to 3800 direct BOOIE LOM/RADAR and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95





CATEGORY	A	B	C	D
S-ILS 23	RA 192/16	150	DA 1668	
S-ILS 23	RA 139/12	100	DA 1618	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 27
TDZ/CL Rwy 23
HIRL Rwy 5-23
MIRL Rwy 9-27

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	8000
048°	TDZE	1498
	Apt Elev	1519

RNAV (GPS) RWY 5

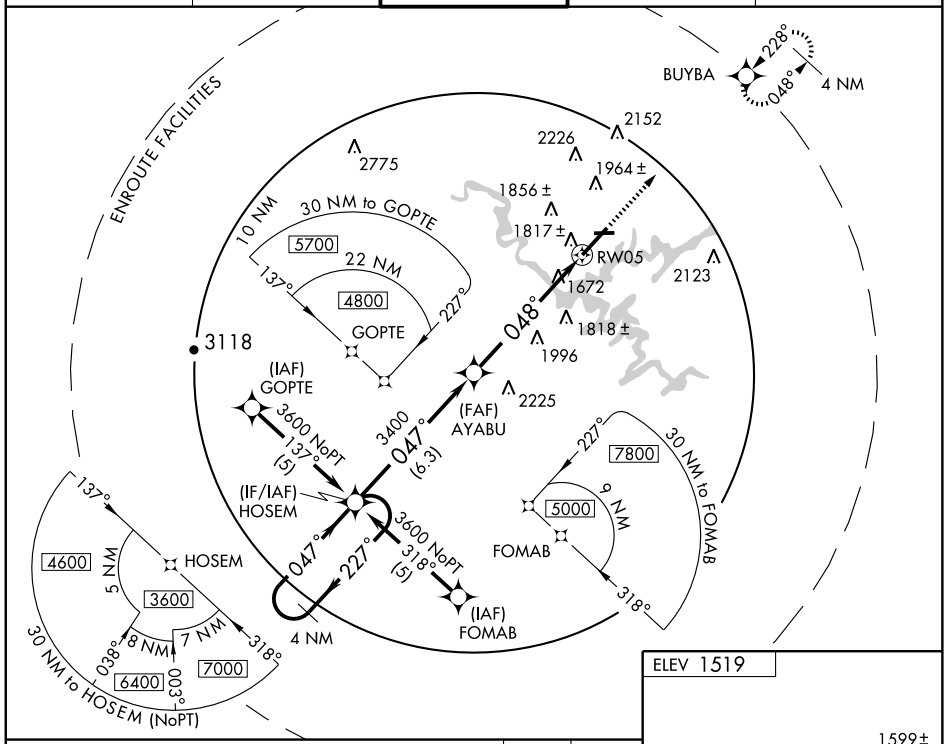
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

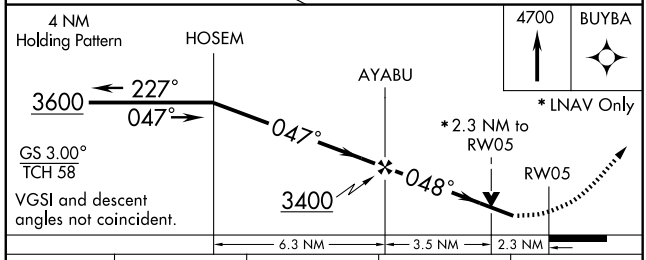
NA

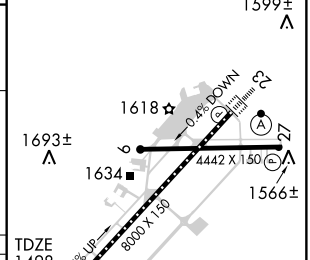
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro/VNAV NA below -18°C (0°F). Circling NA NW of Rwys 9 and 23. Circling to Rwy 9 NA at night. When VGSI inoperative, circling to Rwy 27 NA at night.

MISSED APPROACH: Climb to 4700 direct BUYBA WP and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95







REIL Rwy 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2080-2 582 (600-2)			
LNAV MDA	2260/50 762 (800-1)	2260/60 762 (800-1¼)	2260-2¼ 762 (800-2¼)	2260-2½ 762 (800-2½)
CIRCLING	2260-2 741 (800-2)		2260-2¼ 741 (800-2¼)	2260-2½ 741 (800-2½)

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4442
094°	TDZE	1519
	Apt Elev	1519

RNAV (GPS) RWY 9

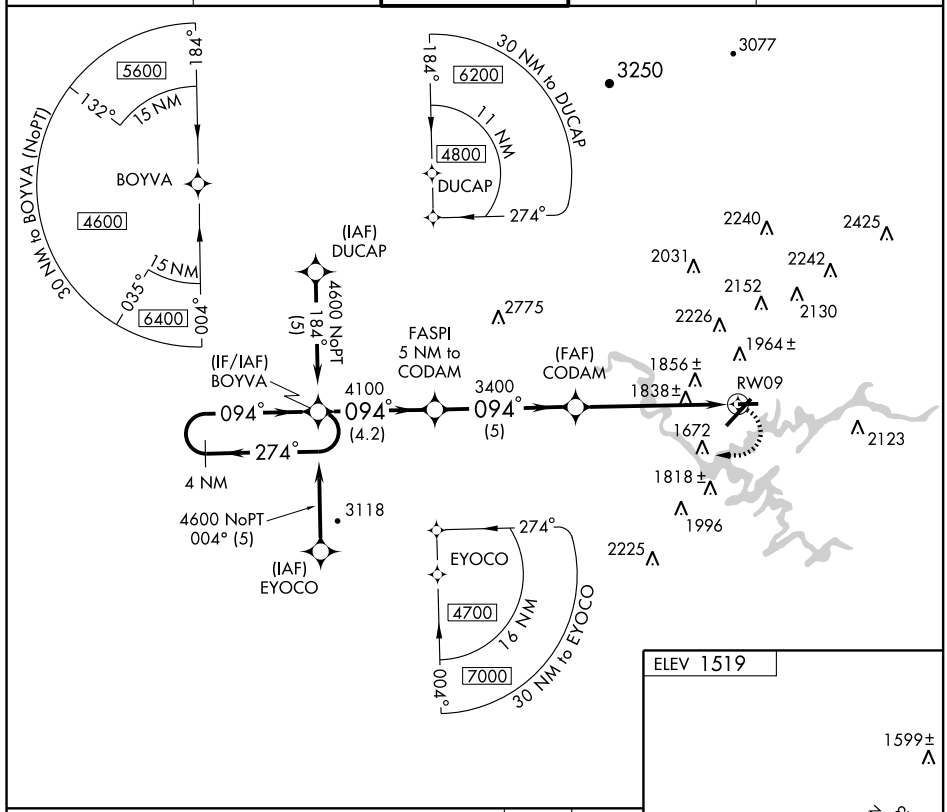
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

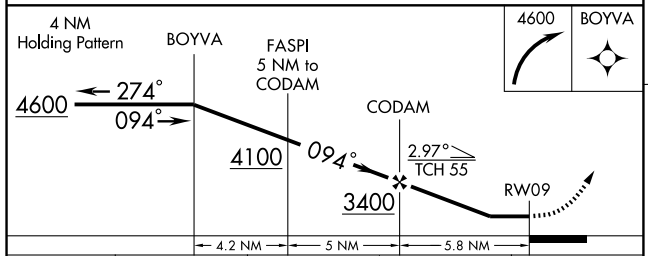
NA

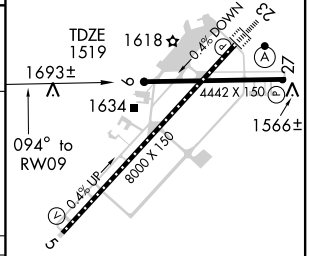
When VGSI inoperative, circling to Rwy 27 NA at night.
Straight-in Minimums NA at night.
Circling NA NW of Rwys 9 and 23. Circling to Rwy 09 NA at night.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4600 direct BOYVA WP and hold.

ATIS	TRI-CITY APP CON★	TRI-CITY TOWER★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	2100-1 581 (600-1)		2100-1½ 581 (600-1½)	2100-1¾ 581 (600-1¾)
CIRCLING	2120-1 601 (700-1)		2120-1¾ 601 (700-1¾)	2120-2 601 (700-2)

REIL Rwy 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4442
259°	TDZE	1518
	Apt Elev	1519

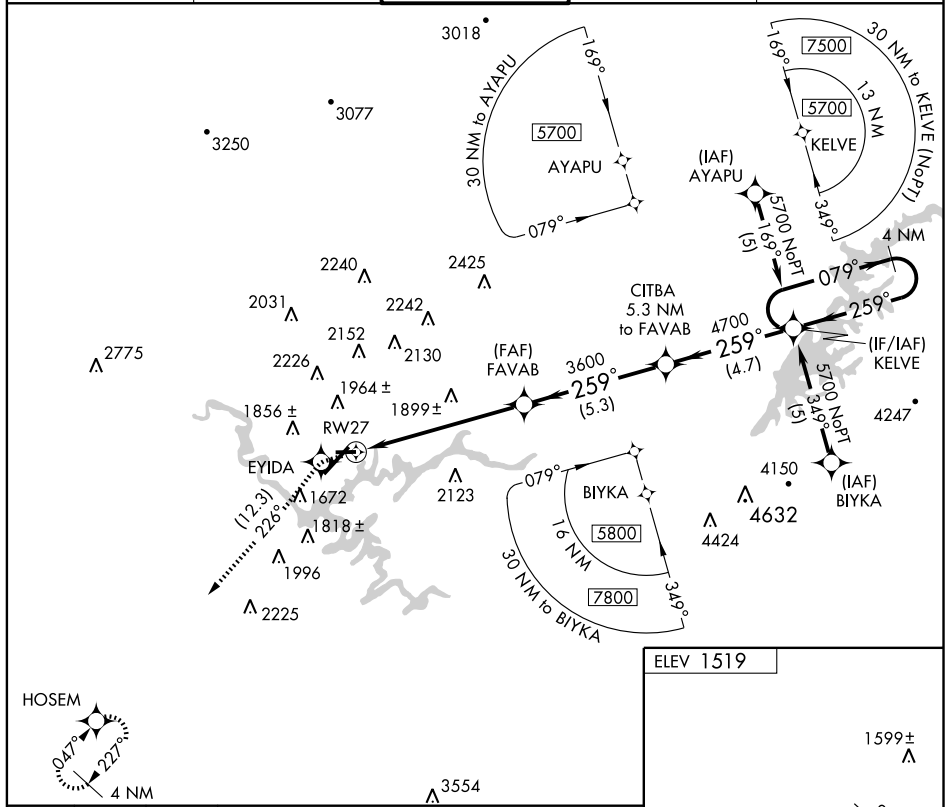
RNAV (GPS) RWY 27

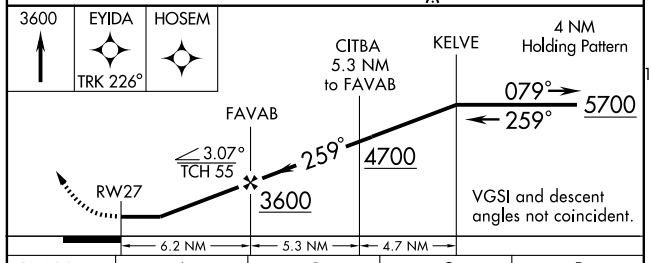
BRISTOL/ TRI-CITIES RGNL TN/VA (TRI)

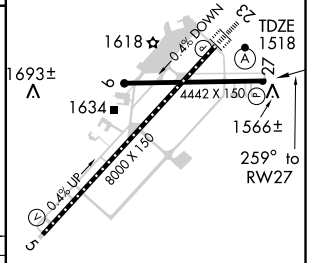
When VGSI inoperative, circling to Rwy 27 NA at night.
Circling NA NW of Rwys 9 and 23. Circling to Rwy 09 NA at night.
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Straight-in minimums NA at night.

MISSED APPROACH: Climb to 3600 direct EYIDA WP and via 226° track to HOSEM WP and hold.

ATIS	TRI-CITY APP CON★	TRI-CITY TOWER★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	2180-1 662 (700-1)		2180-1¾ 662 (700-1¾)	2180-2 662 (700-2)
CIRCLING	2180-1 661 (700-1)		2180-1¾ 661 (700-1¾)	2180-2 661 (700-2)

REIL Rwy 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	8000
228°	TDZE	1518
	Apt Elev	1519

RNAV (GPS) Y RWY 23

BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

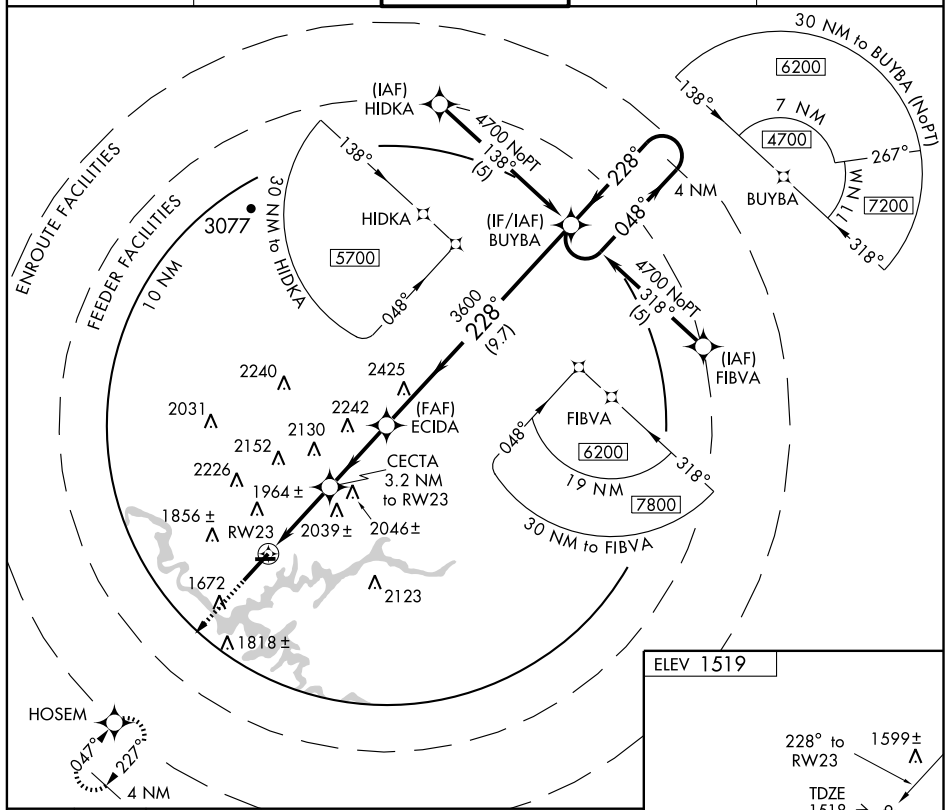
NA

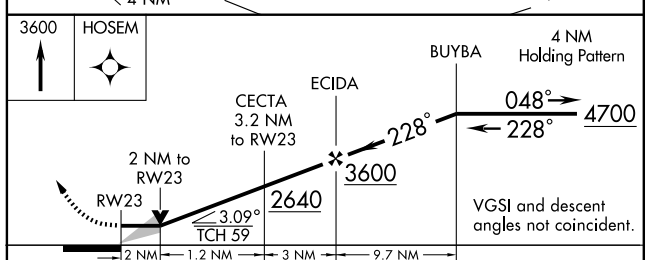
Circling NA NW of Rwys 9 and 23. Circling to Rwy 09 NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. When VGSI inoperative, circling to Rwy 27 NA at night.

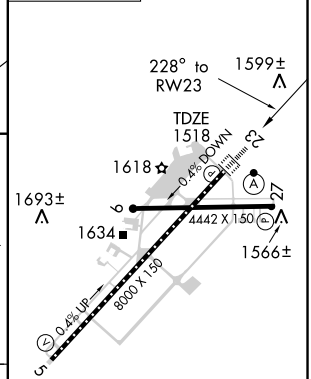
ALSF-2

MISSED APPROACH: Climb to 3600 direct HOSEM WP and hold.

ATIS	TRI-CITY APP CON★	TRI-CITY TOWER★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	2240/24 722 (800-½)		2240-1½ 722 (800-1½)	2240-1¾ 722 (800-1¾)
CIRCLING	2240-1 721 (800-1)		2240-2 721 (800-2)	2240-2¼ 721 (800-2¼)

REIL Rwy 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	8000
228°	TDZE	1518
	Apt Elev	1519

RNAV (GPS) Z RWY 23

BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

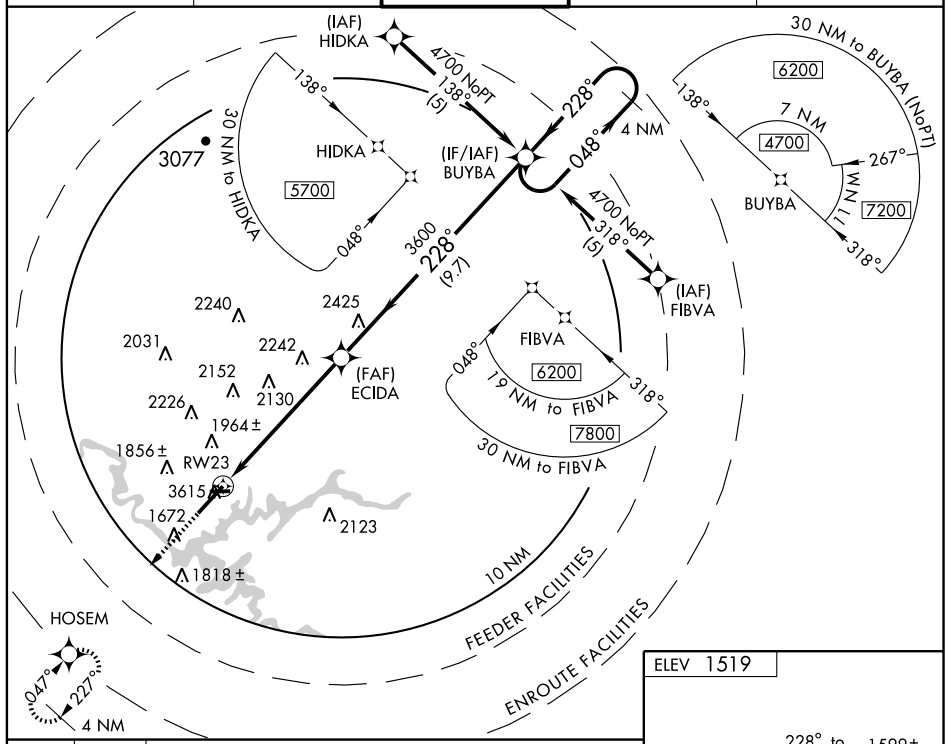
Circling NA NW of Rwys 9 and 23. Circling to Rwy 09 NA at night.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Baro-VNAV NA below -18°C (0°F).
When VGSI inoperative, circling Rwy 27 NA at night.

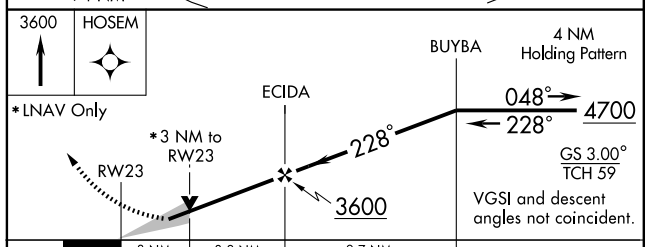
NA

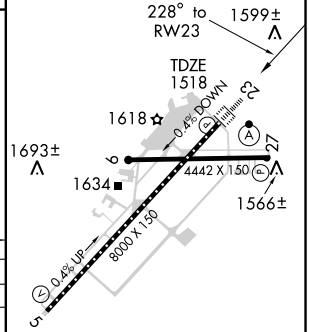
ALSF-2

MISSED APPROACH: Climb to 3600 direct HOSEM WP and hold.

ATIS	TRI-CITY APP CON★	TRI-CITY TOWER★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95







REIL Rwy 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2360-2½ 842 (900-2½)			
LNAV MDA	2560/40 1042 (1100-¾)	2560/50 1042 (1100-1)	2560-2½ 1042 (1100-2½)	
CIRCLING	2560-3 1041 (1100-3)			

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 77814 W04A	APP CRS 037°	Rwy ldg 5001 TDZE 468 Apt Elev 468

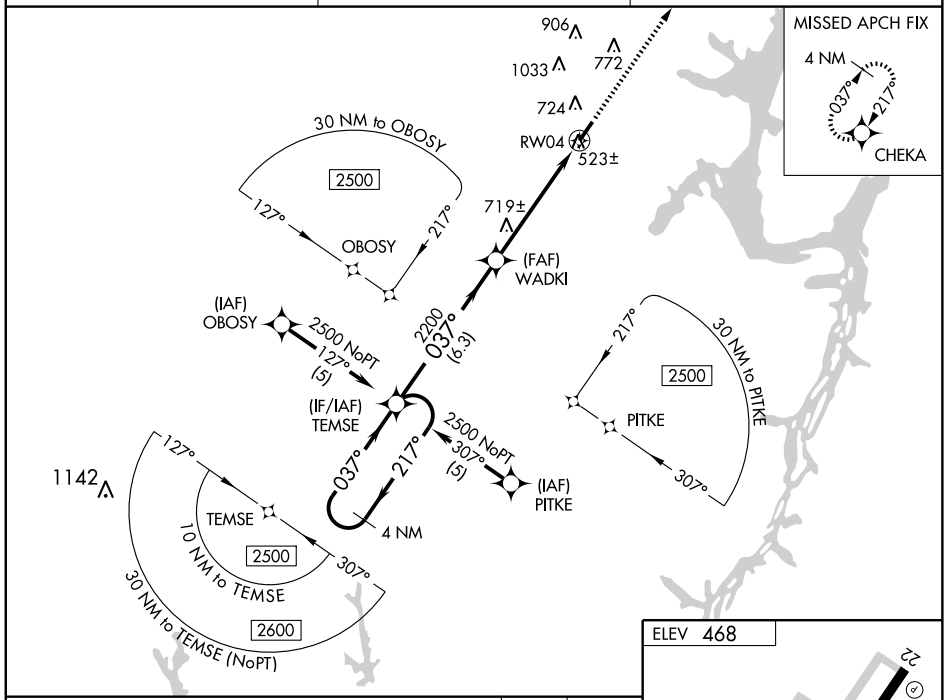
RNAV (GPS) RWY 4
CAMDEN/ BENTON COUNTY (Ø̸M4)

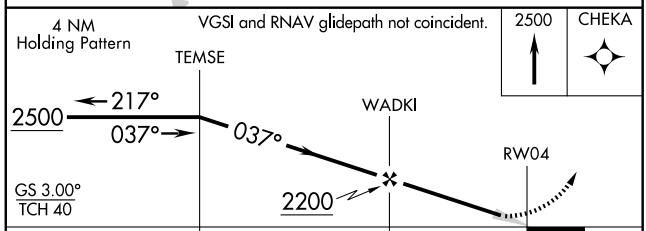
NA

Baro-VNAV NA. DME/DME RNP-0.3NA.
Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile.

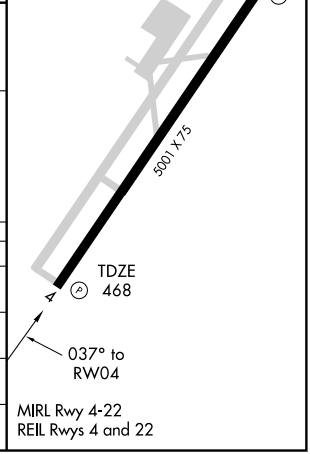
MISSED APPROACH: Climb to 2500 direct CHEKA and hold.

BEECH RIVER RGNL AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	771-1 303 (400-1)			NA
LNAV/VNAV DA	944-1¾ 476 (500-1¾)			NA
LNAV MDA	1040-1 572 (600-1)		1040-1½ 572 (600-1½)	NA
CIRCLING	1140-1 672 (700-1)		1140-2 672 (700-2)	NA



CAMDEN, TENNESSEE

WAAS CH 82714 W22A	APP CRS 217°	Rwy ldg 5001 TDZE 465 Apt Elev 468

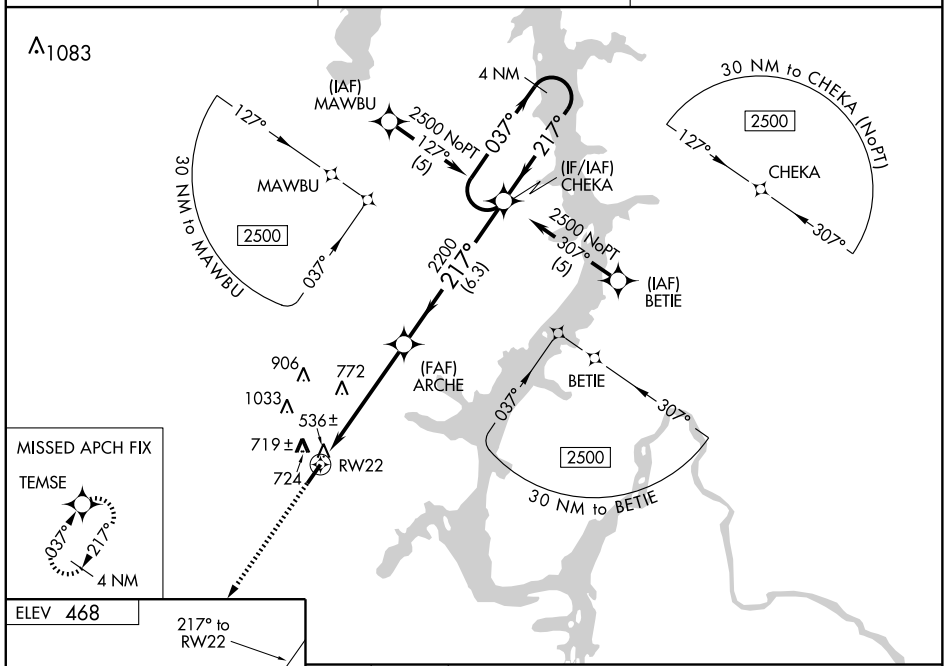
AL-6386 (FAA)

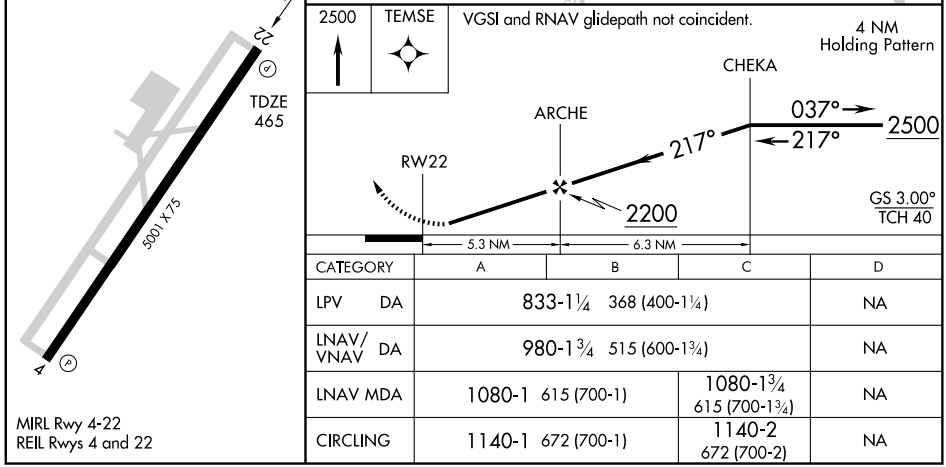
RNAV (GPS) RWY 22
CAMDEN/ BENTON COUNTY (Ø1M4)

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
NA Use Beech River Rgnl altimeter setting; when not received, use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct TEMSE and hold.

BEECH RIVER RGNL AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	833-1¼ 368 (400-1¼)			NA
LNAV/VNAV DA	980-1¾ 515 (600-1¾)			NA
LNAV MDA	1080-1 615 (700-1)		1080-1¾ 615 (700-1¾)	NA
CIRCLING	1140-1 672 (700-1)		1140-2 672 (700-2)	NA

MIRL Rwy 4-22
REIL Rwys 4 and 22

SE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME JKS 109.4 Chan 31	APP CRS 023°	Rwy ldg 5001 TDZE 468 Apt Elev 468

VOR/DME RWY 4

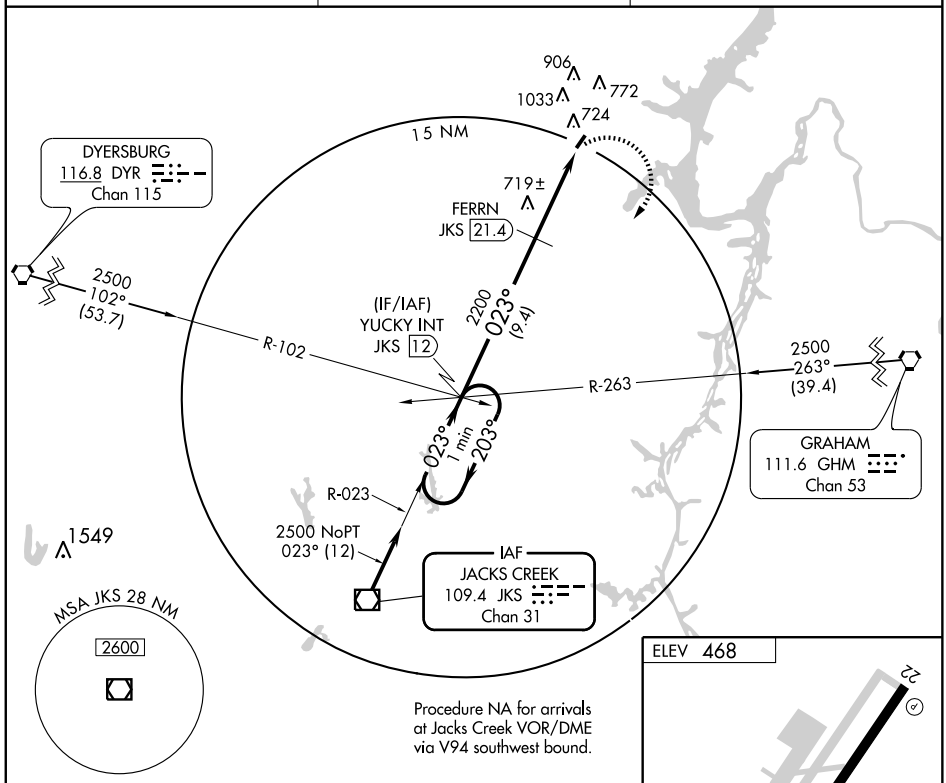
CAMDEN/ BENTON COUNTY (ØM4)

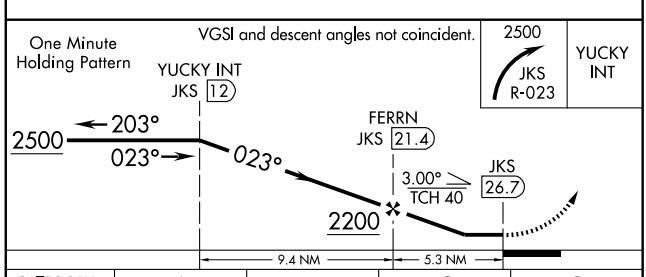
Visibility reduction by helicopters NA.
Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all MDA 60 feet and S-4 Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climbing right turn to 2500 via JKS VOR/DME R-023 to YUCKY INT/JKS 12 DME and hold.

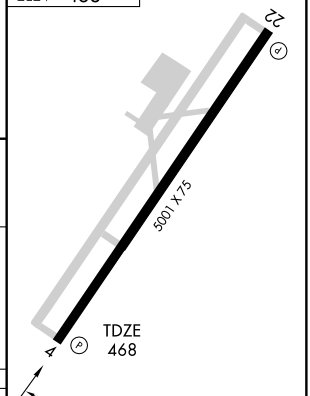
BEECH RIVER RGNL AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	122.8 (CTAF)





CATEGORY	A	B	C	D
S-4	1040-1 572 (600-1)	1040-1¼ 572 (600-1¼)	1040-1½ 572 (600-1½)	NA
CIRCLING	1140-1 672 (700-1)	1140-1¼ 672 (700-1¼)	1140-2 672 (700-2)	NA

ELEV 468



MIRL Rwy 4-22
REIL Rwys 4 and 22

SE-1. 14 JAN 2010 to 11 FEB 2010

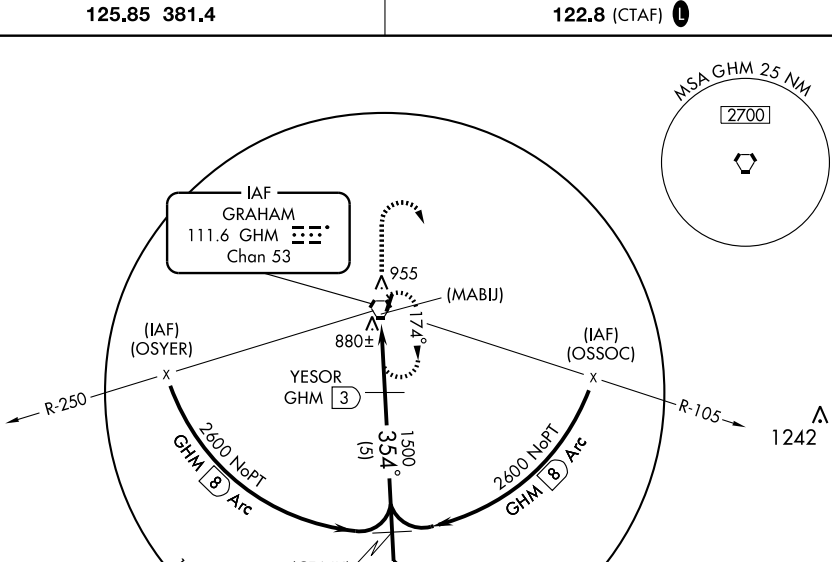
VORTAC GHM 111.6 Chan 53	APP CRS 354°	Rwy ldg 4002 TDZE 768 Apt Elev 768

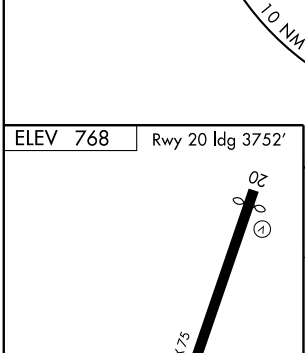
VOR/DME or GPS RWY 2
CENTERVILLE MUNI (GHM)

NA — Obtain local altimeter on CTAF, if not received use Nashville altimeter setting.

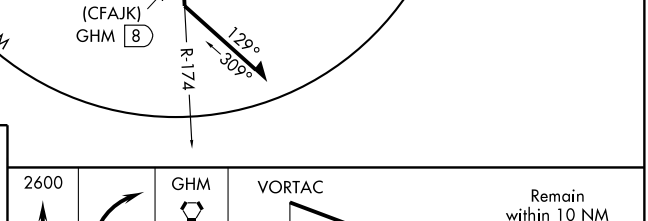
MISSED APPROACH: Climb to 2600 then right turn direct GHM VORTAC and hold.

MEMPHIS CENTER	UNICOM
125.85 381.4	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-2	1140-1 372 (400-1)			1140-1¼ 372 (400-1¼)
CIRCLING	1240-1 472 (500-1)		1240-1½ 472 (500-1½)	1320-2 552 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-2	1320-1 552 (600-1)		1320-1½ 552 (600-1½)	1320-1¾ 552 (600-1¾)
CIRCLING	1420-1 652 (700-1)		1420-1¾ 652 (700-1¾)	1420-2 652 (700-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

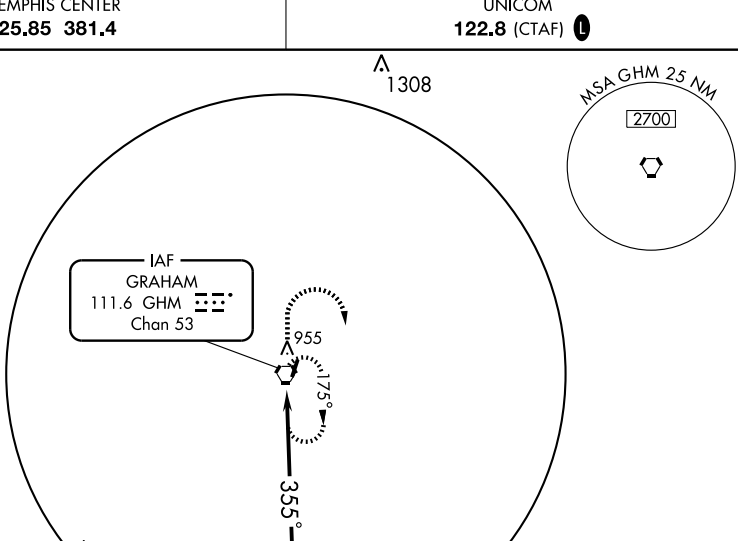
VORTAC GHM 111.6 Chan 53	APP CRS 355°	Rwy ldg 4002 TDZE 768 Apt Elev 768

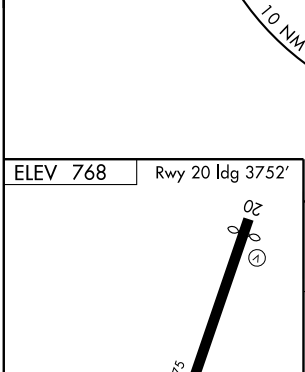
VOR RWY 2
CENTERVILLE MUNI (GHM)

NA — Obtain local altimeter on CTAF, if not received use Nashville altimeter setting.

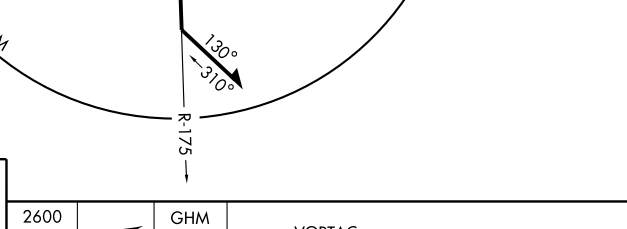
MISSED APPROACH: Climb to 2600 then right turn direct GHM VORTAC and hold.

MEMPHIS CENTER	UNICOM
125.85 381.4	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



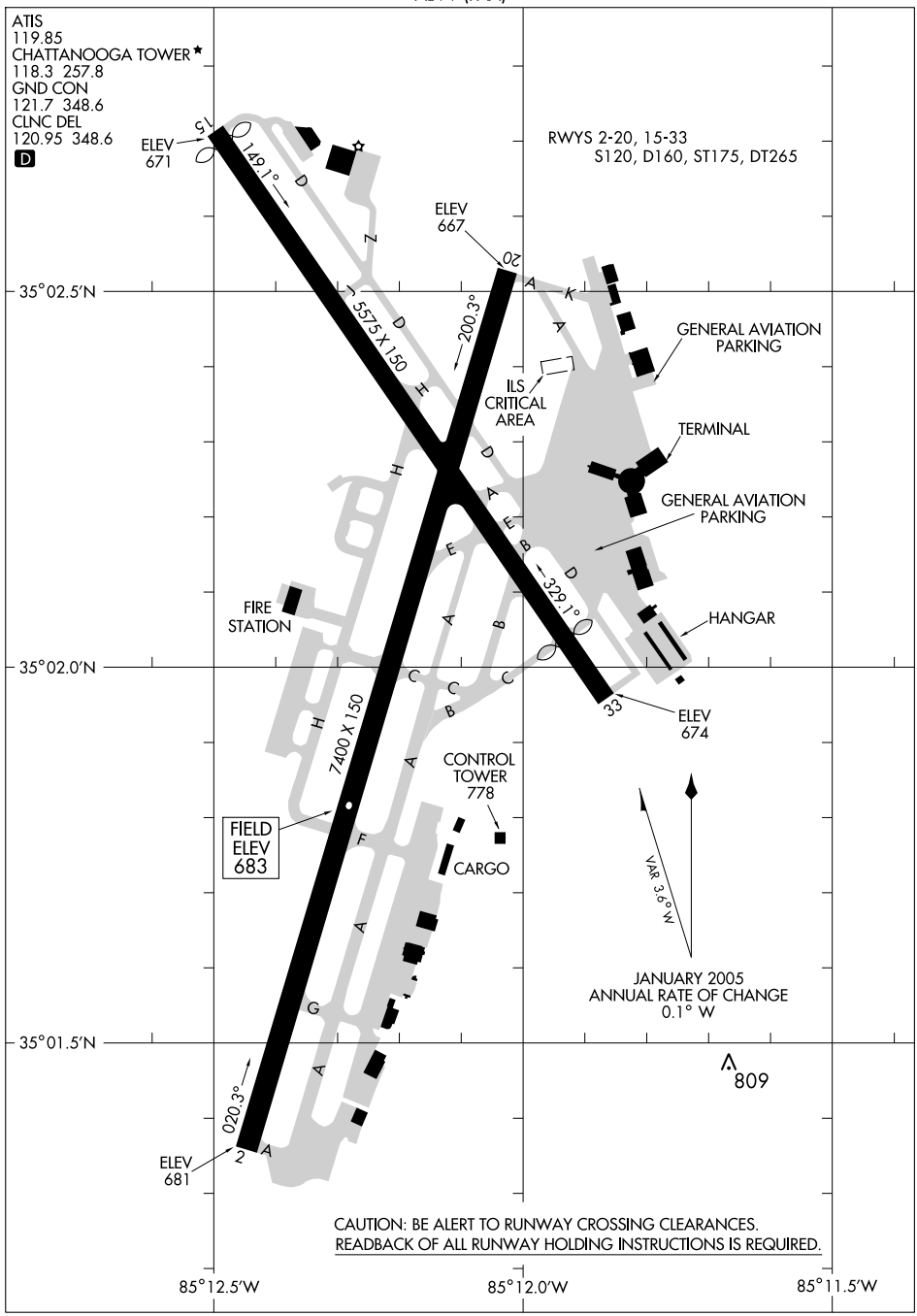
CATEGORY	A	B	C	D
S-2	1240-1 472 (500-1)		1240-1¼ 472 (500-1¼)	1240-1½ 472 (500-1½)
CIRCLING	1240-1 472 (500-1)		1240-1½ 472 (500-1½)	1320-2 552 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-2	1440-1 672 (700-1)		1440-2 672 (700-2)	1440-2¼ 672 (700-2¼)
CIRCLING	1440-1 672 (700-1)		1440-2 672 (700-2)	1440-2¼ 672 (700-2¼)

SE-1. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

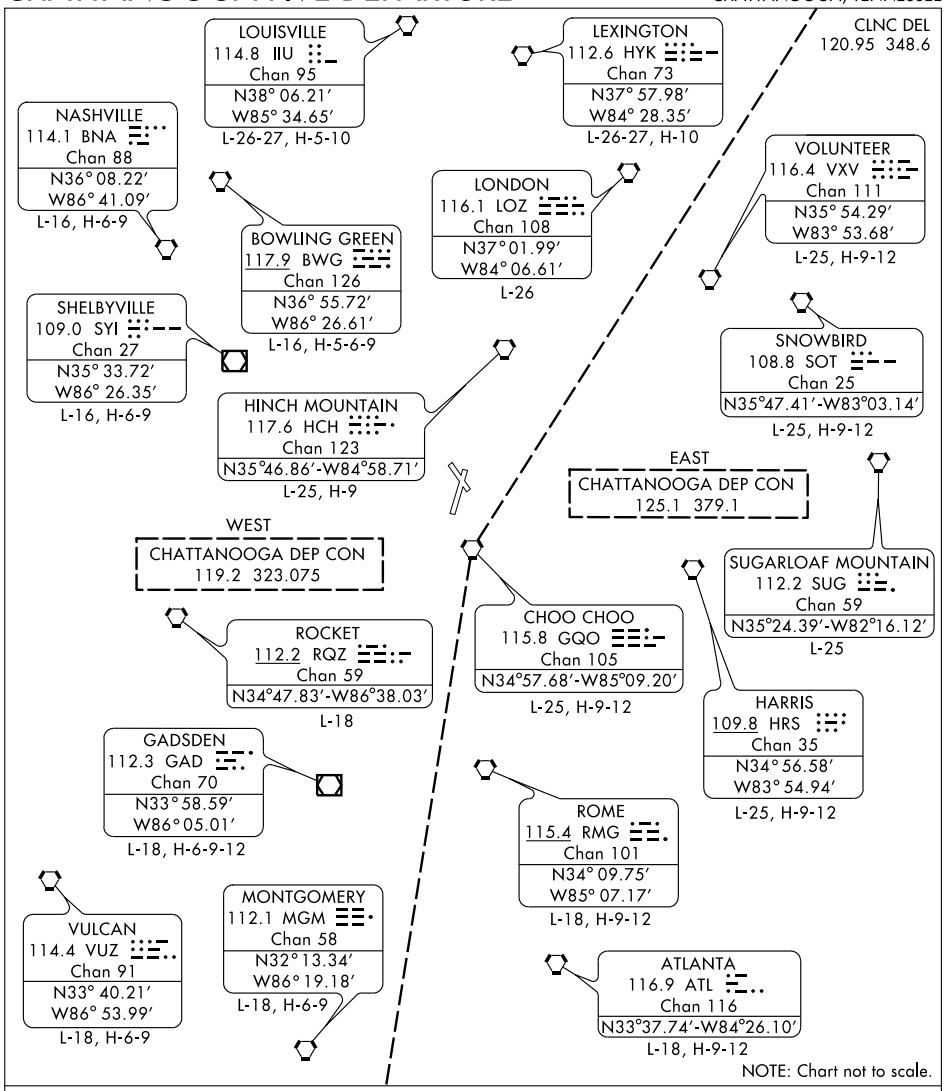
AL-79 (FAA)

CHATTANOOGA/LOVELL FIELD (CHA)
CHATTANOOGA, TENNESSEE



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CHATTANOOGA FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2 and 20: Maintain runway heading for departure vectors. Thence....

....Via vector to join assigned route. Maintain 5000 feet or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.

LOC I-CGW	APP CRS	Rwy ldg	7201
108.3	019°	TDZE	682
		Apt Elev	682

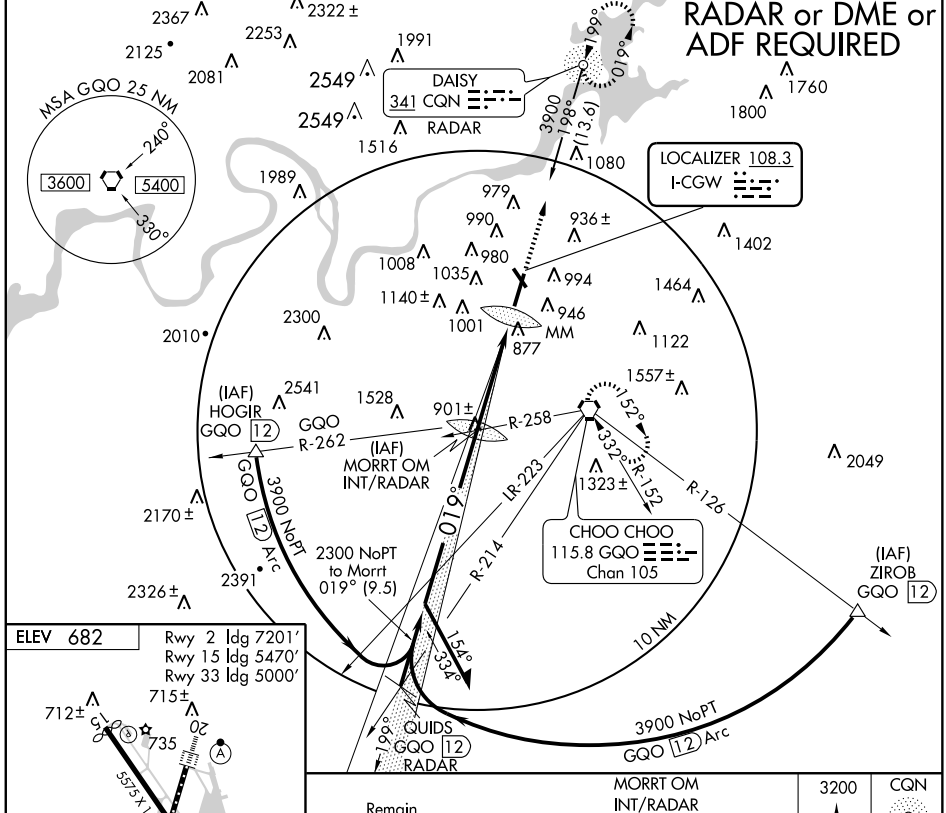
ILS or LOC RWY 2
CHATTANOOGA/LOVELL FIELD (CHA)

ASR: If local altimeter setting not received, use Dalton altimeter setting: increase DA to 944 feet, increase all MDAs 80 feet. Circling to Rwy 15/33 NA when control tower closed. Glideslope unusable beyond 4 degrees left of course. Autopilot coupled approaches not authorized below 945′ MSL. ADF Required.

MALSR

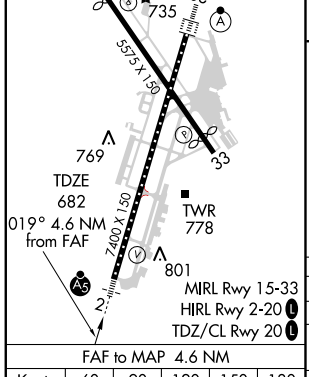
MISSED APPROACH: Climb to 3200 direct CQN NDB and hold, continue climb-in-hold to 3200.

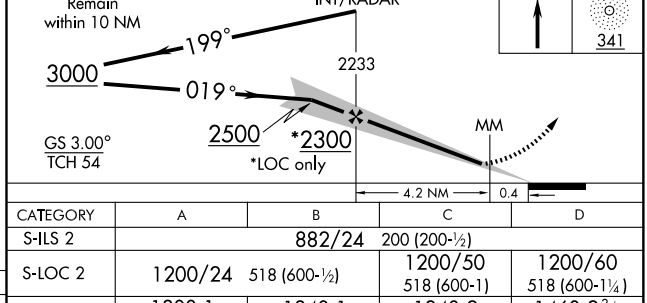
ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95



ELEV 682

Rwy 2 ldg 7201′
Rwy 15 ldg 5470′
Rwy 33 ldg 5000′





FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-ILS 2	882/24 200 (200-½)			
S-LOC 2	1200/24 518 (600-½)		1200/50 518 (600-1)	1200/60 518 (600-1¼)
CIRCLING	1300-1 618 (700-1)	1340-1 658 (700-1)	1340-2 658 (700-2)	1460-2¾ 778 (800-2¾)

SE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-CHA	APP CRS	Rwy ldg	7400
109.5	199°	TDZE	673
		Apt Elev	682

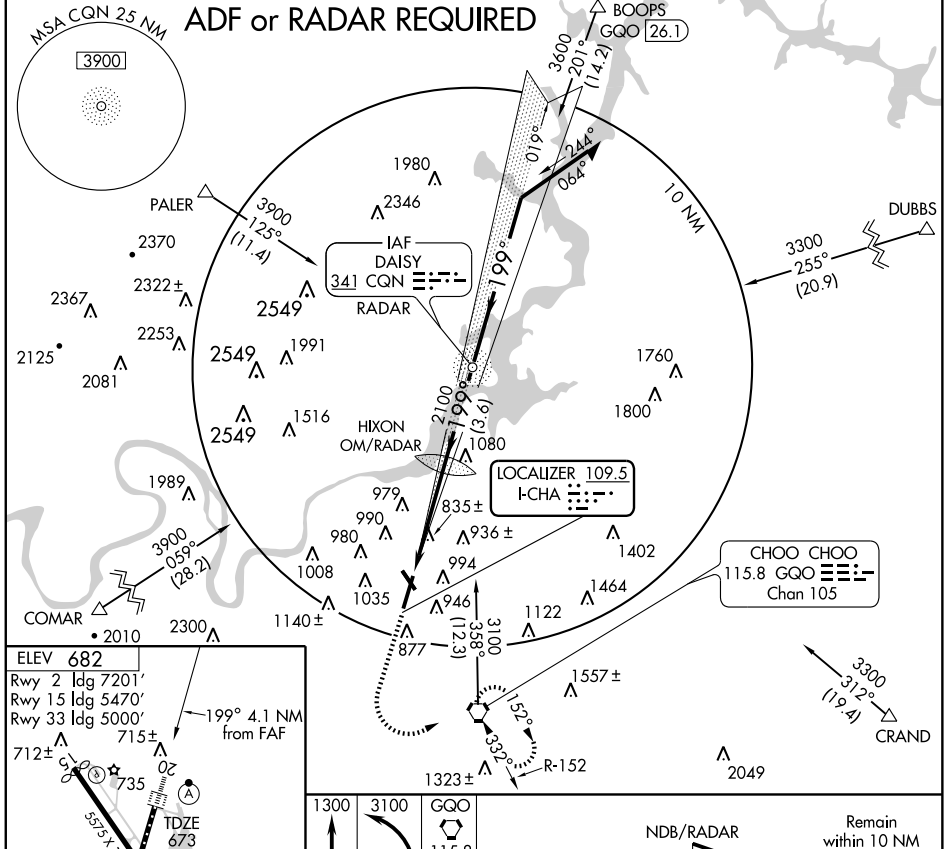
ILS or LOC RWY 20
CHATTANOOGA/LOVELL FIELD (CHA)

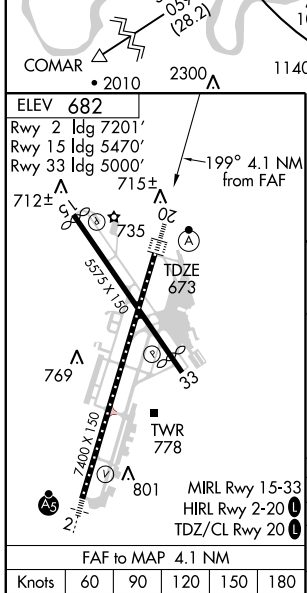
ASR: If local altimeter setting not received, use Dalton altimeter setting: increase DA to 935 feet, increase all MDAs 80 feet. Circling to Rwy 15/33 NA when control tower closed.

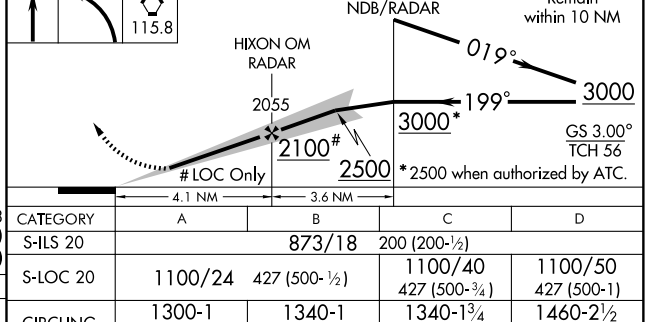
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GQO VORTAC and hold; continue climb-in-hold to 3100.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95







CATEGORY	A	B	C	D
S-ILS 20	873/18 200 (200-½)			
S-LOC 20	1100/24 427 (500-½)		1100/40 427 (500-¾)	1100/50 427 (500-1)
CIRCLING	1300-1 618 (700-1)	1340-1 658 (700-1)	1340-1¾ 658 (700-1¾)	1460-2½ 778 (800-2½)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-CHA	APP CRS	Rwy ldg	7400
109.5	199°	TDZE	673
		Apt Elev	682

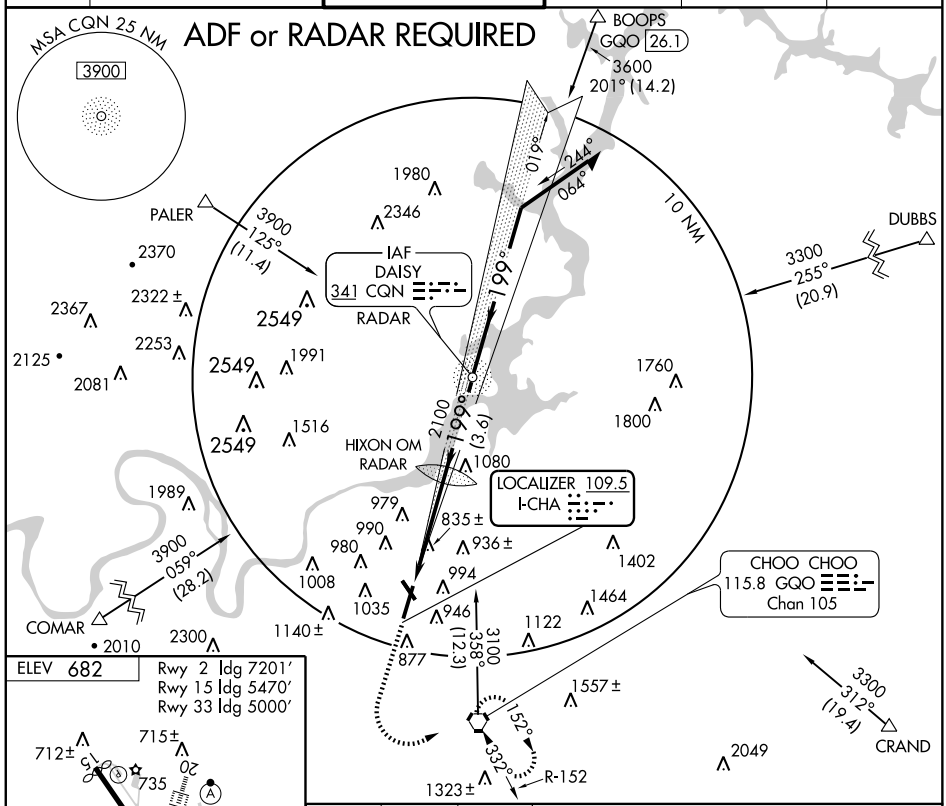
ILS RWY 20 (CAT II)
CHATTANOOGA/LOVELL FIELD (CHA)

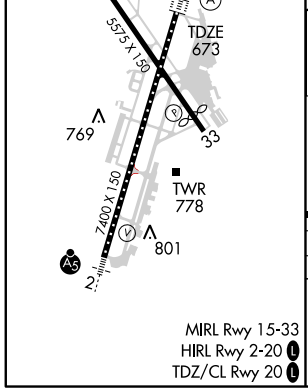
ASR: When control tower closed, Cat. II ILS NA. Cat. II ILS NA when using Dalton altimeter setting.

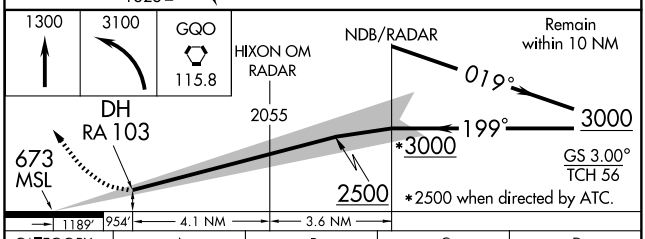
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GQO VORTAC and hold; continue climb-in-hold to 3100.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95







CATEGORY	A	B	C	D
S-ILS 20	RA 103/12 100 DA 773			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 65605 W02A	APP CRS 019°	Rwy ldg 7201 TDZE 682 Apt Elev 682

RNAV (GPS) RWY 2
CHATTANOOGA/LOVELL FIELD(CHA)

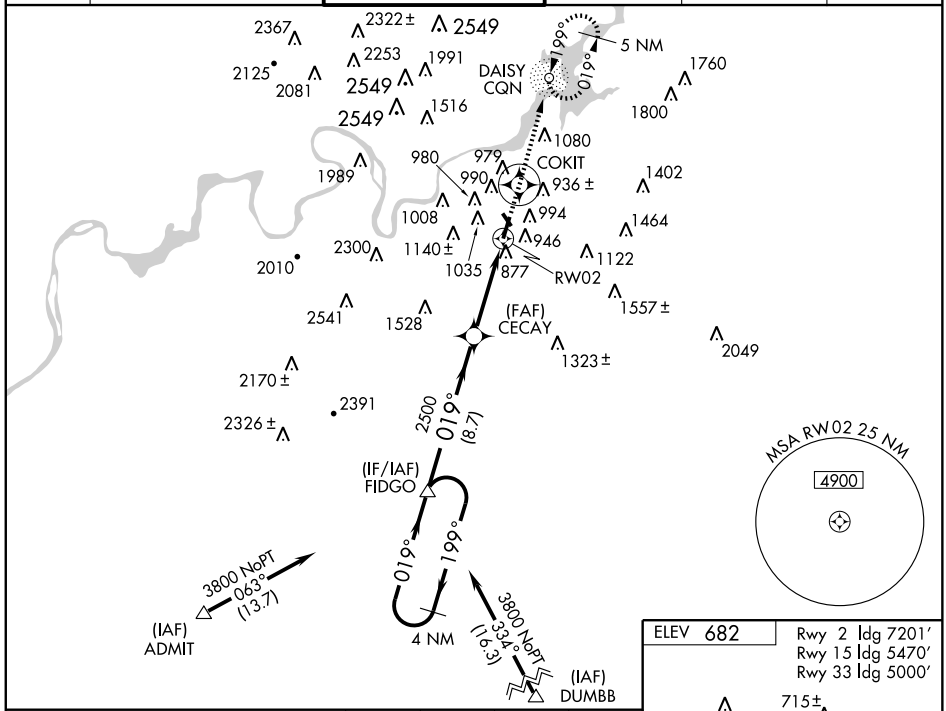
If local altimeter setting not received, use Dalton altimeter setting: increase LPV DA to 1058 feet, increase LNAV/VNAV DA to 1243 feet; increase all MDAs 80 feet. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats. DME/DME RNP-0.3 NA. Circling to Rwy 15/33 NA when control tower closed. Baro VNAV and VDP NA when using Dalton altimeter setting. Baro-VNAV NA below -16°C (4°F).

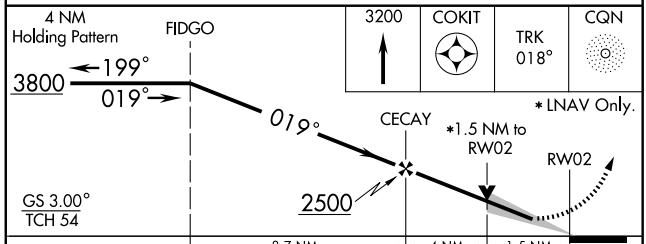
ASR

MALSR

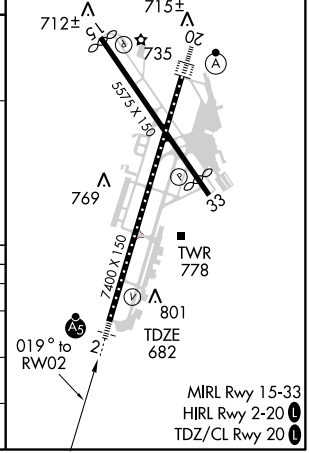
MISSED APPROACH: Climb to 3200 direct COKIT and via 018° track to CQN NDB and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95





CATEGORY	A	B	C	D
LPV DA	996/24 314 (400-½)			
LNAV/VNAV DA	1181/60 499 (500-1¼)			
LNAV MDA	1200/24 518 (600-½)		1200/50 518 (600-1)	1200/60 518 (600-1¼)
CIRCLING	1300-1¾ 618 (700-1¾)	1340-1¾ 658 (700-1¾)		1460-2½ 778 (800-2½)



SE-1. 14 JAN 2010 to 11 FEB 2010

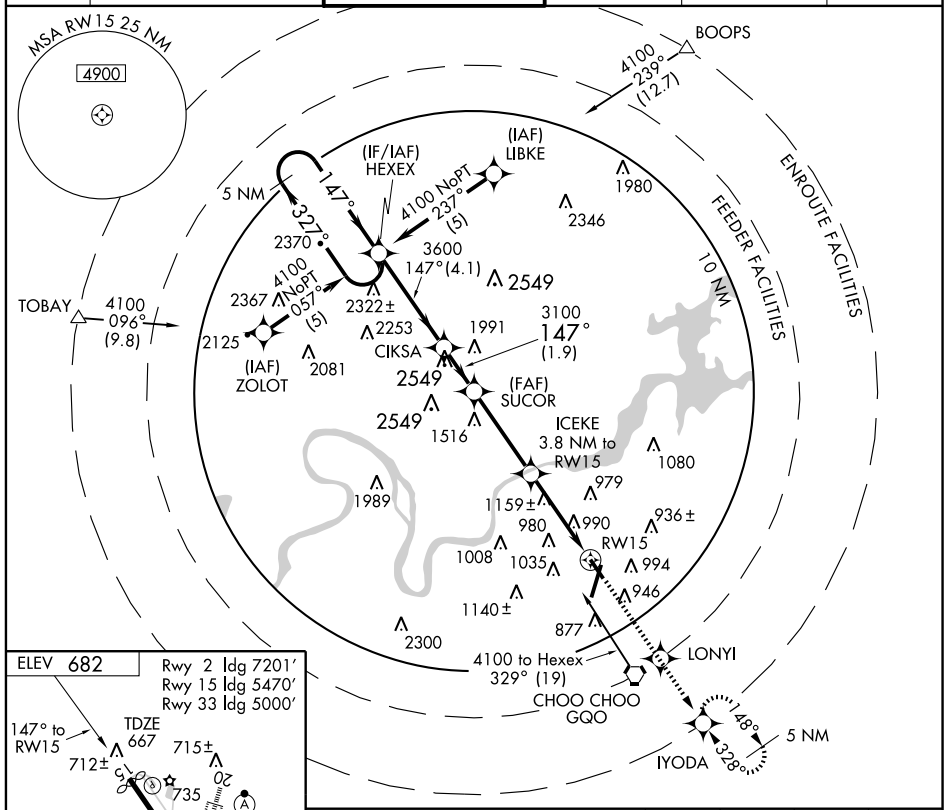
APP CRS	Rwy ldg	5470
147°	TDZE	667
	Apt Elev	682

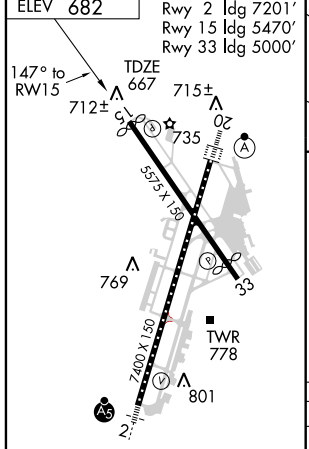
RNAV (GPS) RWY 15
CHATTANOOGA/LOVELL FIELD (CHA)

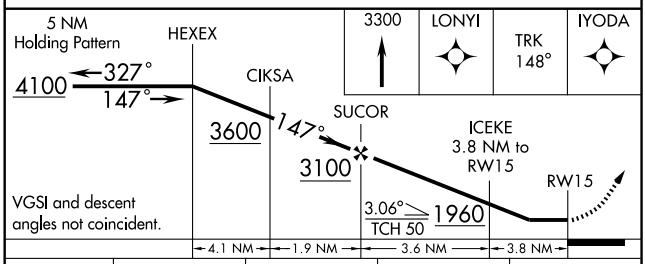
ASR: If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDAs 80 feet. Procedure NA when control tower closed. When VGSI INOP, straight-in/circling Rwy 15 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 direct LONYI and via 148° track to IYODA and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	1420-1 749 (800-1)	1420-1¼ 749 (800-1¼)	1420-2¼ 749 (800-2¼)	1420-2½ 749 (800-2½)
CIRCLING	1420-1 738 (800-1)	1420-1¼ 738 (800-1¼)	1420-2¼ 738 (800-2¼)	1460-2½ 778 (800-2½)

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 70305 W20A	APP CRS 199°	Rwy ldg 7400 TDZE 673 Apt Elev 682

RNAV (GPS) RWY 20
CHATTANOOGA/LOVELL FIELD (CHA)

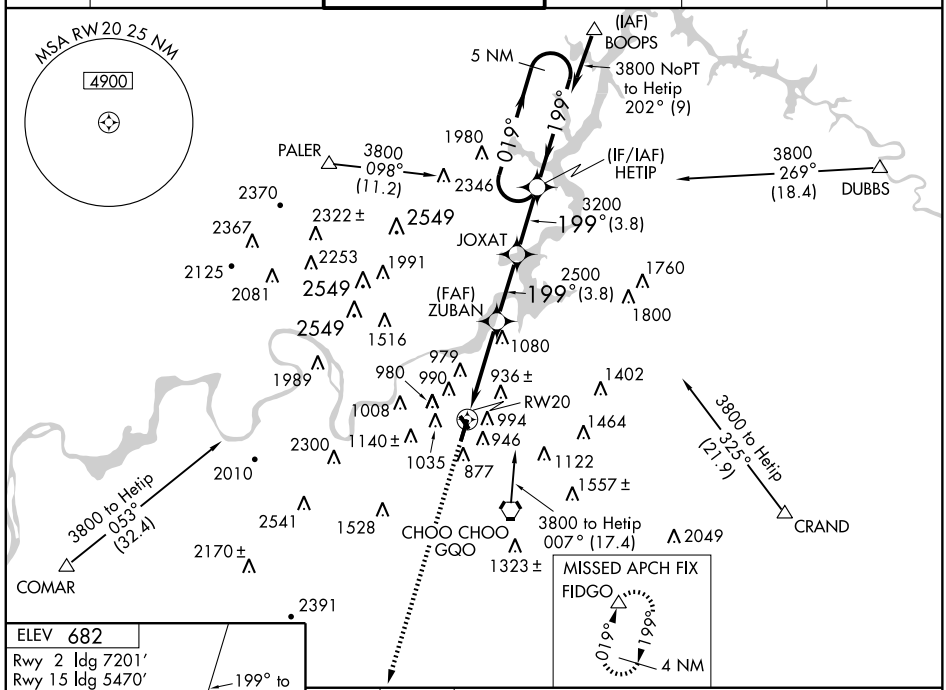
If local altimeter setting not received, use Dalton altimeter setting: increase LPV DA to 992 feet; increase LNAV/VNAV DA to 1342 feet; increase all MDAs 80 feet.
For inoperative ALSF, increase LPV visibility to 1, all Cats. DME/DME RNP-0.3 NA.
Circling to Rwy 15/33 NA when control tower closed. Baro VNAV and VDP NA when using Dalton altimeter setting. Baro-VNAV NA below -16° C (4° F).

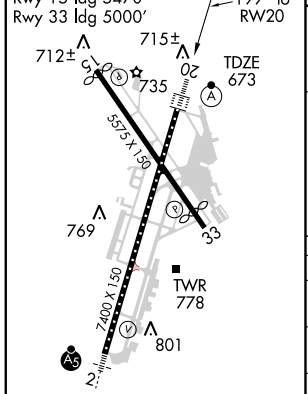
ASR

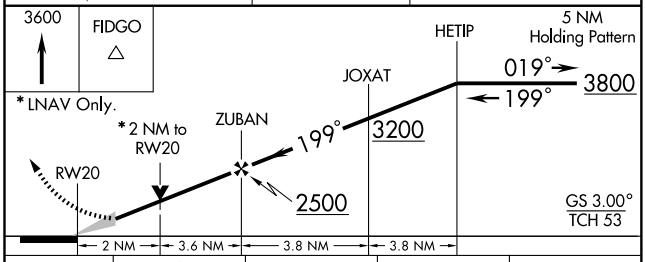
ALSF-2

MISSED APPROACH: Climb to 3600 direct FIDGO and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	930/24 257 (300-½)			
LNAV/VNAV DA	1280-1¾ 607 (600-1¾)			
LNAV MDA	1340/24 667 (700-½)		1340/60 667 (700-1¼)	1340-1½ 667 (700-1½)
CIRCLING	1340-2¼ 658 (700-2¼)			1460-2½ 778 (800-2½)

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5000
328°	TDZE	667
	Apt Elev	682

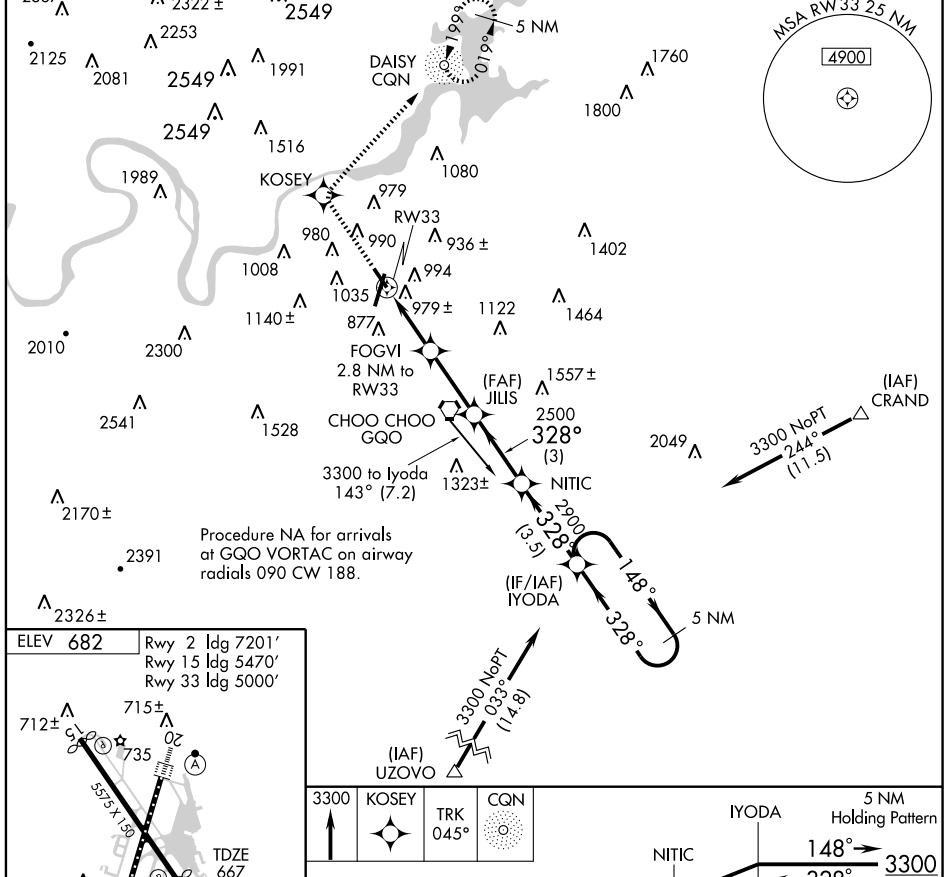
RNAV (GPS) RWY 33
CHATTANOOGA/LOVELL FIELD (CHA)

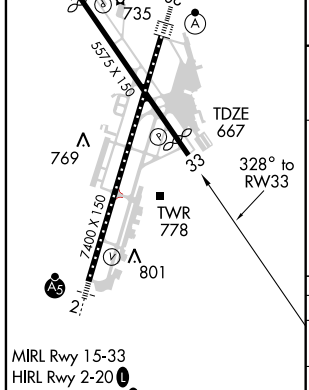
ASR

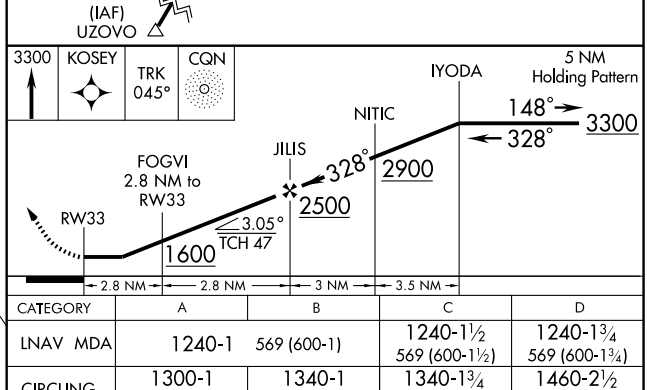
If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDAs 80 feet. Procedure NA when control tower closed. When VGSI INOP, straight-in/circling Rwy 33 NA at night. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3300 direct KOSEY and via 045° track to CQN NDB and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	1240-1	569 (600-1)	1240-1½ 569 (600-1½)	1240-1¾ 569 (600-1¾)
CIRCLING	1300-1 618 (700-1)	1340-1 658 (700-1)	1340-1¾ 658 (700-1¾)	1460-2½ 778 (800-2½)

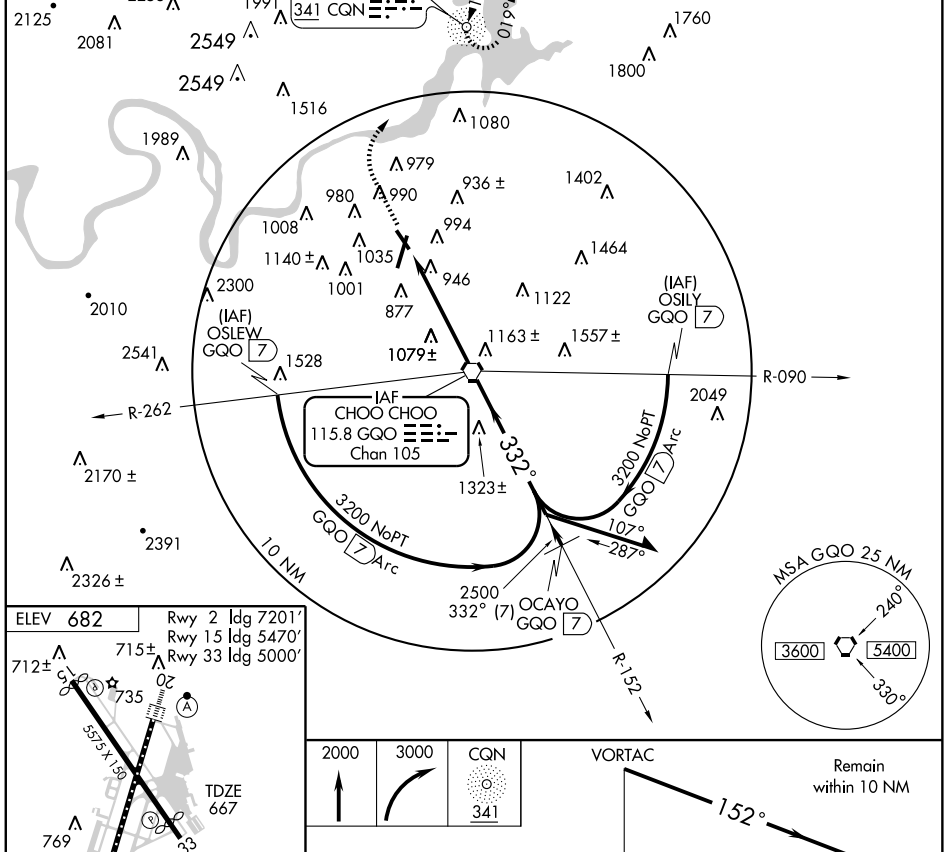
VORTAC GQO 115.8 Chan 105	APP CRS 332°	Rwy ldg 5000 TDZE 667 Apt Elev 682

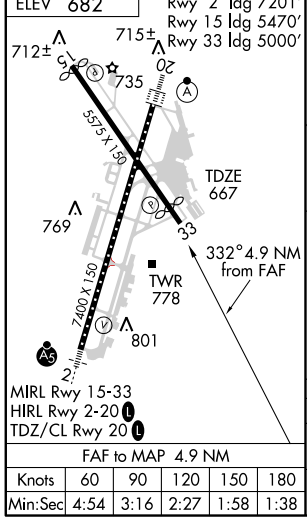
VOR RWY 33
CHATTANOOGA/LOVELL FIELD (CHA)

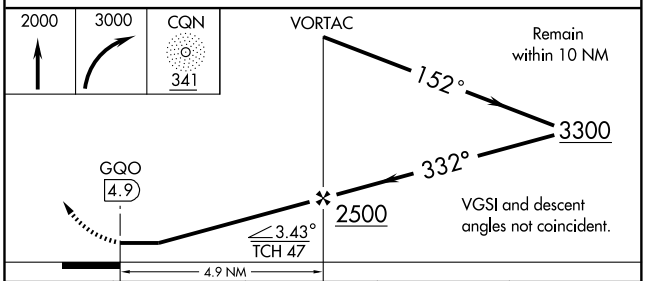
ASR: If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDAs 80 feet. When control tower closed, straight-in minimums NA. ADF Required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CQN NDB and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95







FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-33	1340-1 669 (700-1)		1340-1¾ 669 (700-1¾)	1340-2 669 (700-2)
CIRCLING	1340-1 658 (700-1)		1340-1¾ 658 (700-1¾)	1460-2½ 778 (800-2½)

LOC I-CKV	APP CRS	Rwy ldg	6000
111.7	347°	TDZE	550
		Apt Elev	550

LOC RWY 35

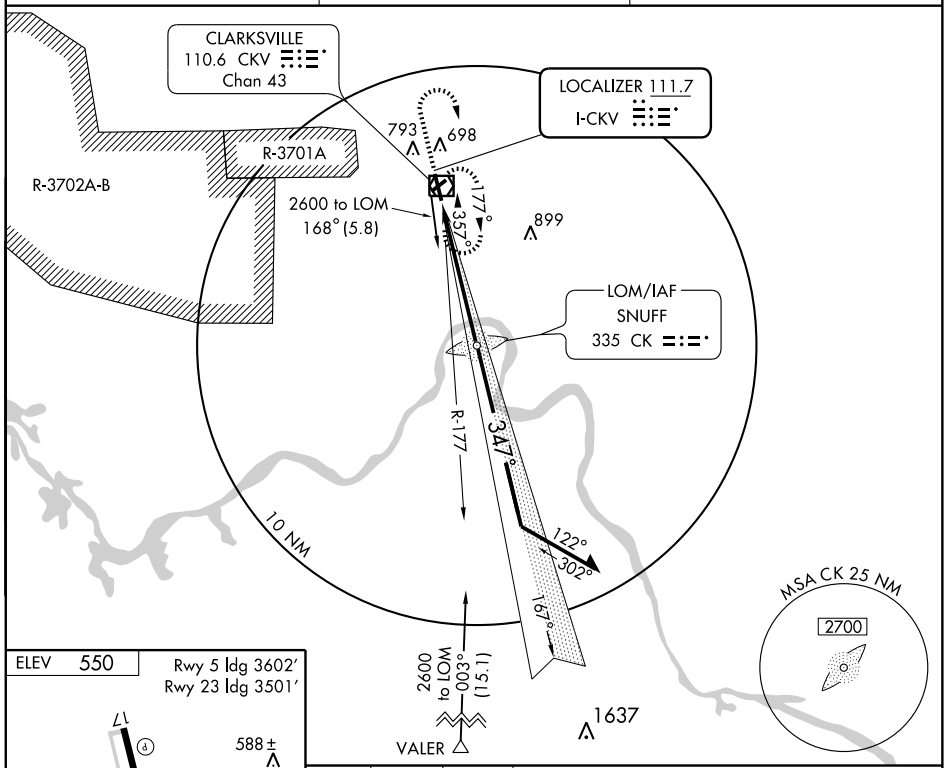
CLARKSVILLE/OUTLAW FIELD (CKV)

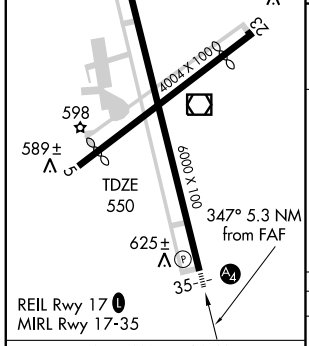
Inoperative table does not apply.
Circling not authorized west of Rwy 17-35.
ADF REQUIRED

MALS

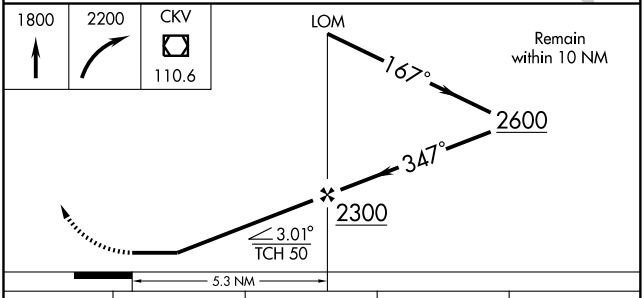
MISSED APPROACH: Climb to 1800 then climbing right turn to 2200 direct CKV VOR/DME and hold.

ASOS	CAMPBELL APP CON	UNICOM
134.575	134.35 307.025	122.8 (CTAF)





FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-35	1000-1 450 (500-1)		1000-1¼ 450 (500-1¼)	1000-1½ 450 (500-1½)
CIRCLING	1000-1 450 (500-1)	1020-1 470 (500-1)	1020-1½ 470 (500-1½)	1100-2 550 (600-2)

SE-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 58300 W35A	APP CRS 347°	Rwy ldg 6000 TDZE 550 Apt Elev 550

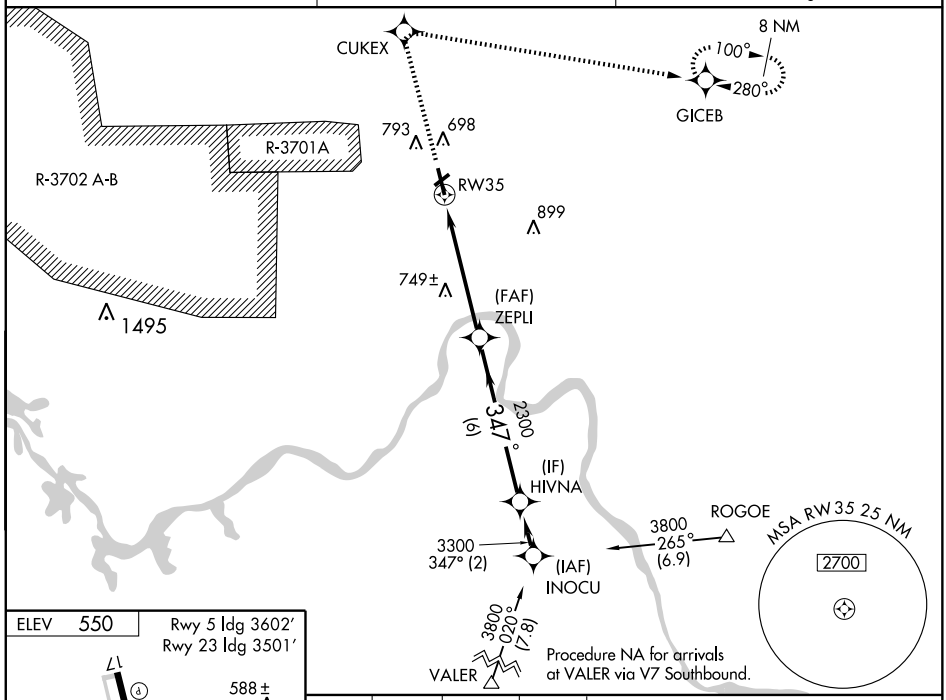
RNAV (GPS) RWY 35
CLARKSVILLE/ OUTLAW FIELD (CKV)

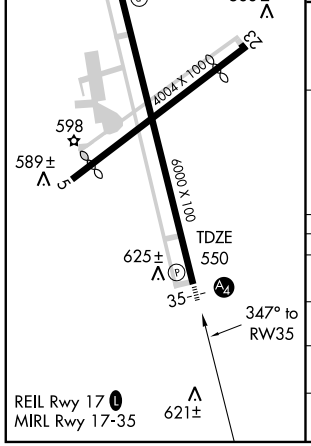
Inoperative table does not apply. Circling NA west of Rwy 17-35. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hopkinsville altimeter setting and increase LPV DA to 872, LNAV/VNAV DA to 914, and all MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). Baro-VNAV NA when using Hopkinsville altimeter setting.

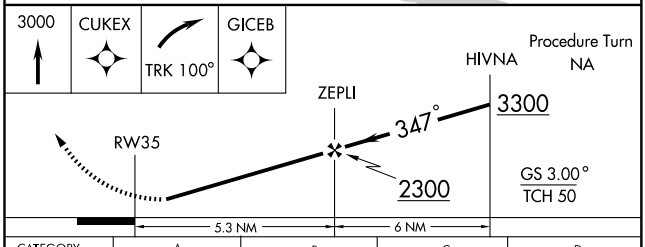
MALS

MISSED APPROACH: Climb to 3000 direct CUKEX and right turn via 100° track to GICEB and hold.

ASOS	CAMPBELL APP CON	UNICOM
134.575	134.35 307.025	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	837-1 287 (300-1)			
LNAV/ VNAV DA	879-1¼ 329 (400-1¼)			
LNAV MDA	1000-1 450 (500-1)		1000-1¼ 450 (500-1¼)	1000-1½ 450 (500-1½)
CIRCLING	1000-1¼ 450 (500-1¼)	1020-1¼ 470 (500-1¼)	1020-1½ 470 (500-1½)	1100-2 550 (600-2)

VOR/DME CKV 110.6 Chan 43	APP CRS 357°	Rwy ldg 6000 TDZE 550 Apt Elev 550

VOR RWY 35

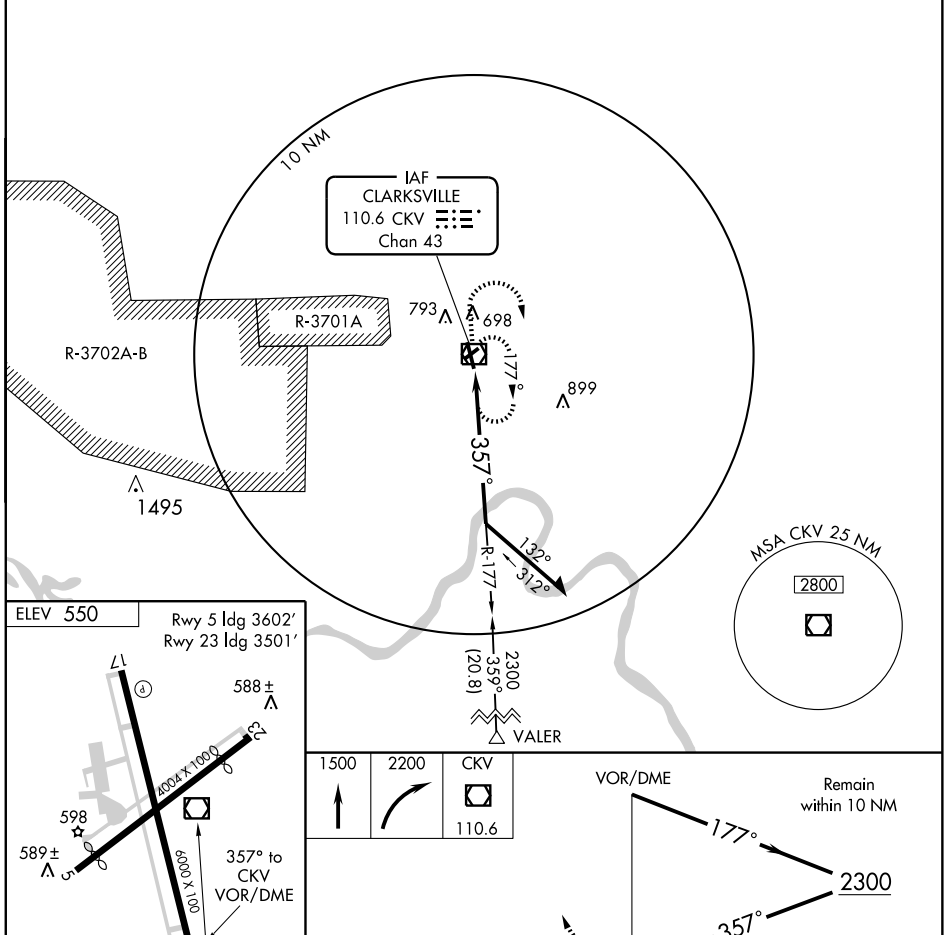
CLARKSVILLE/OUTLAW FIELD (CKV)

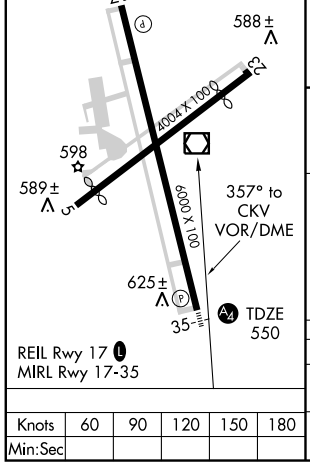
Inoperative table does not apply.
Circling not authorized west of Rwy 17-35.

MALS

MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct CKV VOR/DME and hold.

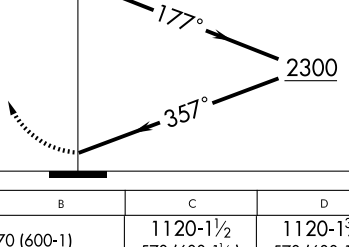
ASOS	CAMPBELL APP CON	UNICOM
134.575	134.35 307.025	122.8 (CTAF) L



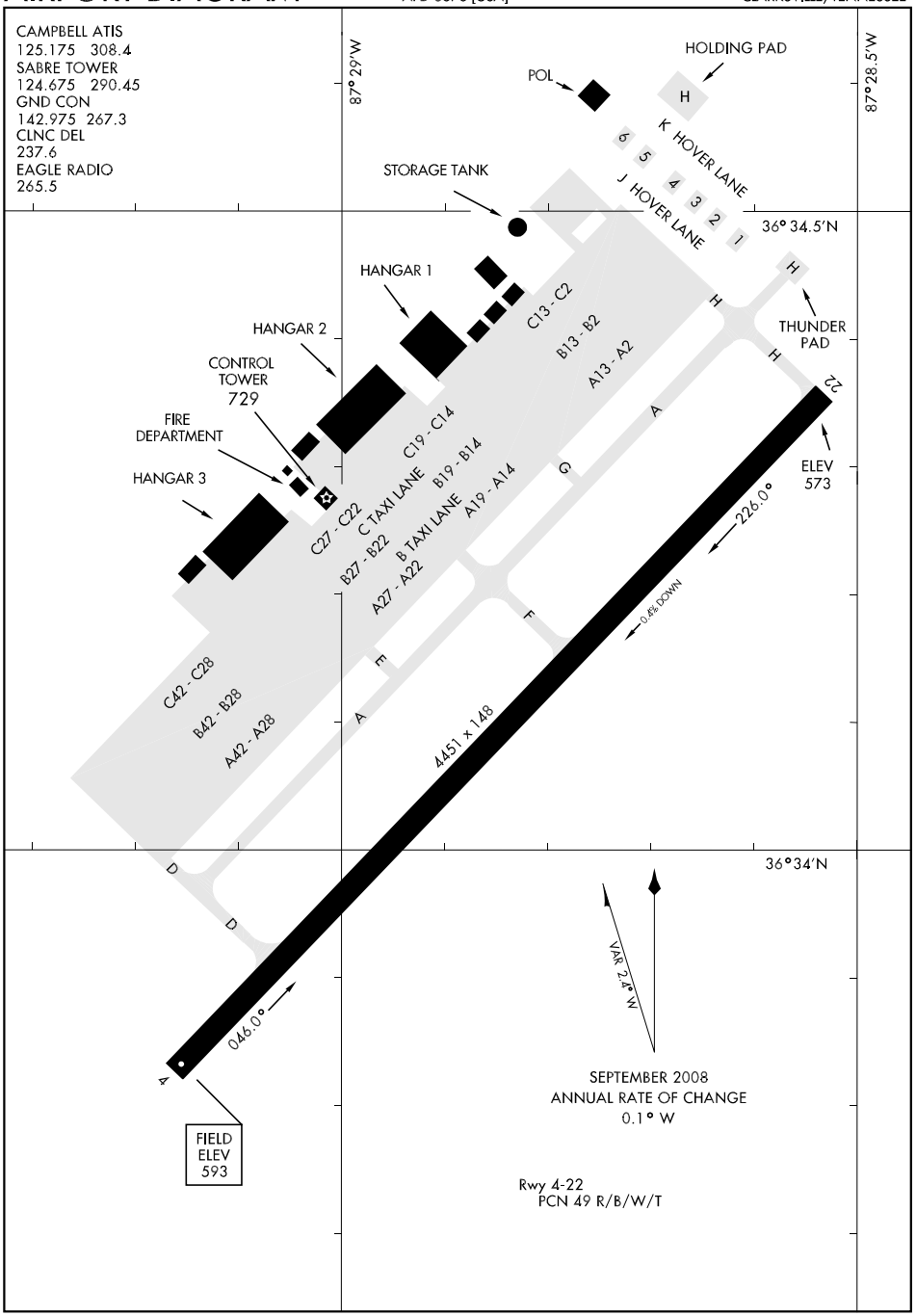


Knots	60	90	120	150	180
Min:Sec					

1500	2200	CKV 110.6



CATEGORY	A	B	C	D
S-35	1120-1 570 (600-1)		1120-1½ 570 (600-1½)	1120-1¾ 570 (600-1¾)
CIRCLING	1120-1 570 (600-1)		1120-1½ 570 (600-1½)	1120-2 570 (600-2)


CAMPBELL ATIS
125.175 308.4
SABRE TOWER
124.675 290.45
GND CON
142.975 267.3
CLNC DEL
237.6
EAGLE RADIO
265.5
87° 29'W
87° 28.5'W
HOLDING PAD
POL
H
K HOVER LANE
J HOVER LANE
6
5
4
3
2
1
STORAGE TANK
36° 34.5'N
HANGAR 1
HANGAR 2
CONTROL TOWER
729
FIRE DEPARTMENT
HANGAR 3
C13 - C2
B13 - B2
A13 - A2
THUNDER PAD
22
ELEV 573
C19 - C14
B19 - B14
A19 - A14
C TAXI LANE
B TAXI LANE
C27 - C22
B27 - B22
A27 - A22
226.0°
0.4% DOWN
C42 - C28
B42 - B28
A42 - A28
4451 x 148
36°34'N
VAR 2.4° W
046.0°
4
FIELD ELEV 593
SEPTEMBER 2008
ANNUAL RATE OF CHANGE
0.1° W
Rwy 4-22
PCN 49 R/B/W/T

COPTER NDB 303°

LOM CK	APCH CRS	Rwy ldg	N/A
335	303°	TDZE	N/A
		Arpt Elev	593

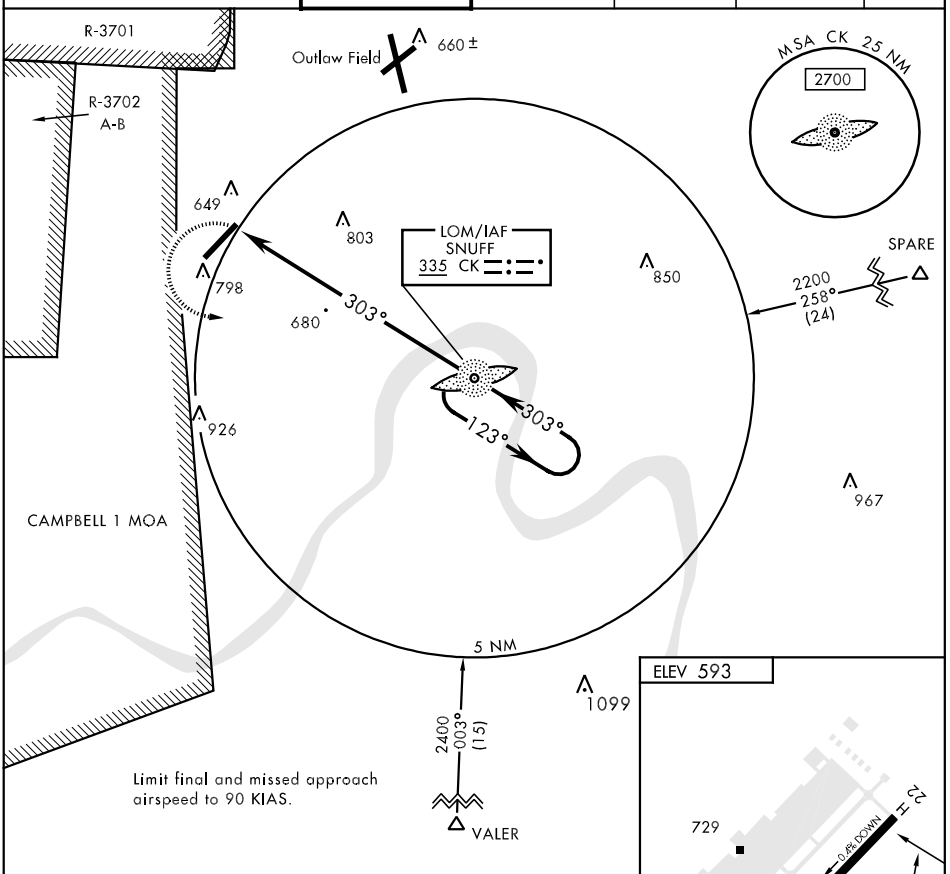
AL-6373 [USA]

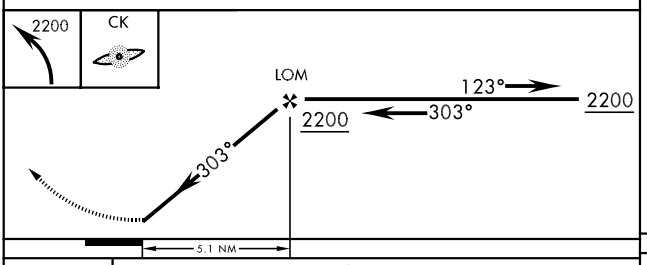
SABRE AHP (FORT CAMPBELL) (KEOD)

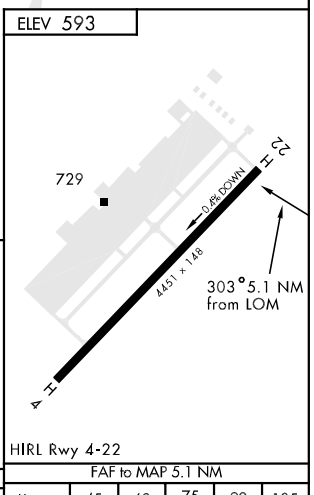
When local altimeter setting not received, use Fort Campbell, KY altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct CK LOM and hold.

CAMPBELL APP CON	SABRE TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
134.35 307.025	124.675 290.45	142.975 267.3	237.6	265.5	







CATEGORY	COPTER
H-303°	1080 - ½ 487 (500-½)

FAF to MAP 5.1 NM					
Knots	45	60	75	90	105
Min:Sec	6:48	5:06	4:05	3:24	2:55

COPTER RNAV (GPS) RWY 4

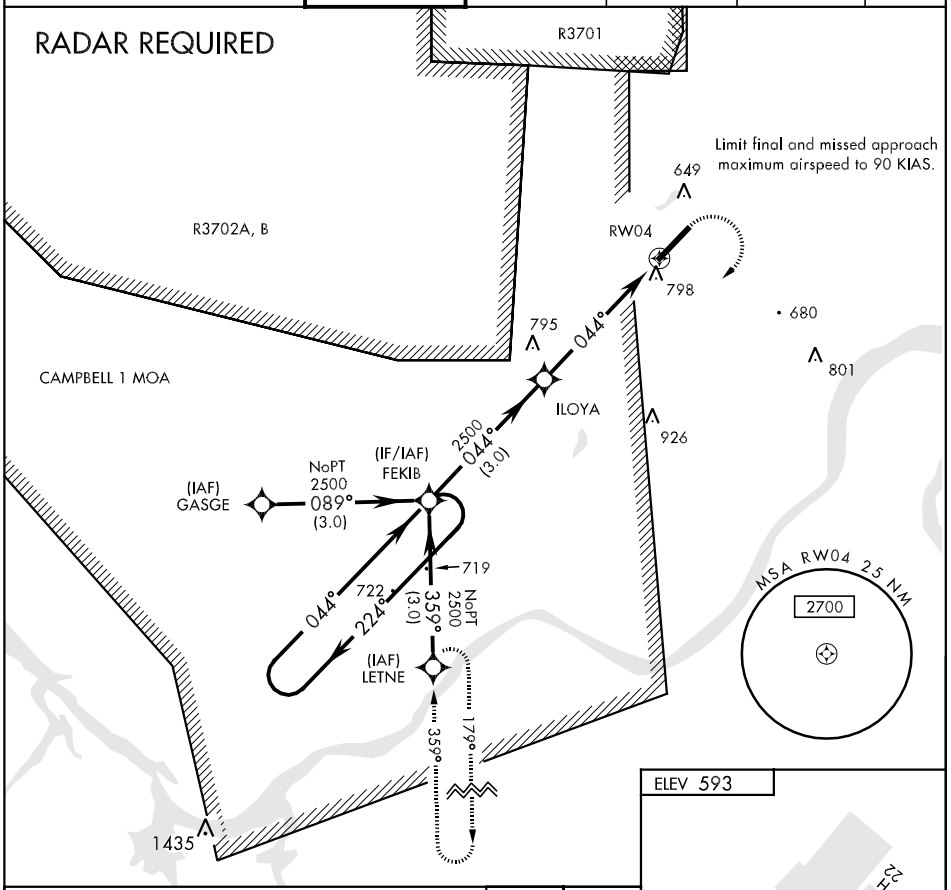
APCH CRS	Rwy ldg	4451
044°	TDZE	593
	Arpt Elev	593

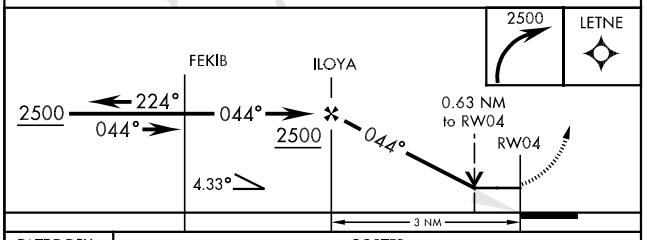
AL-6373 [USA] SABRE AHP (FORT CAMPBELL) (KEOD)

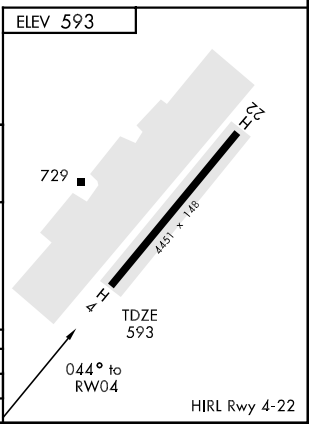
When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing right turn to 2500 direct LETNE and hold.

CAMPBELL APP CON	SABRE TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
134.35 307.025	124.675 290.45	142.975 267.3	237.6	265.5	







CATEGORY	COPTER		
LNAV MDA	1120- ½	527	(600-½)
ASR	1120- ½	527	(600-½)

COPTER RNAV (GPS) RWY 22

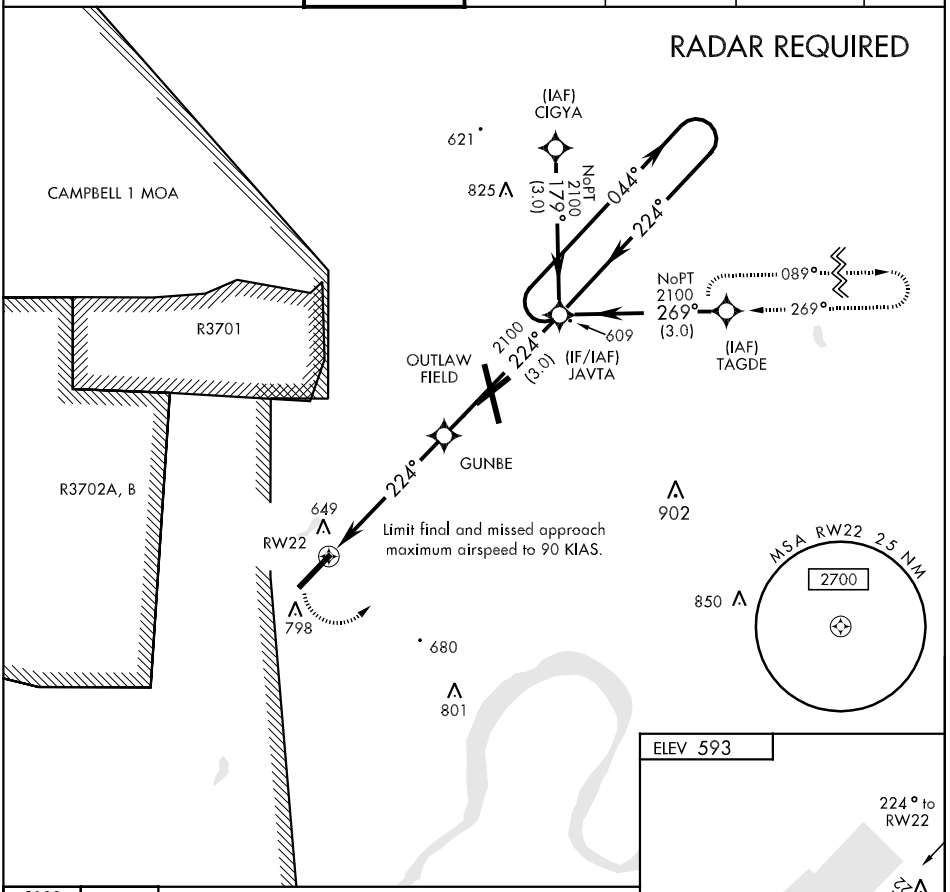
APCH CRS	Rwy ldg	4451
224°	TDZE	587
	Arpt Elev	593

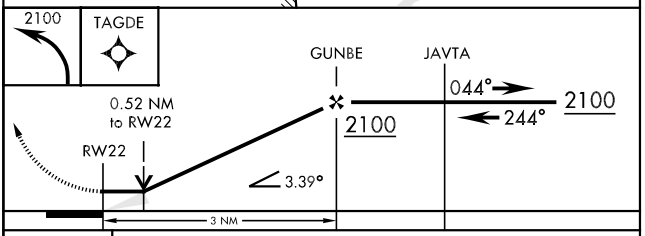
AL-6373 [USA] SABRE AHP (FORT CAMPBELL) (KEOD)

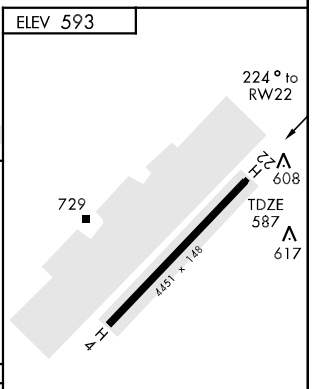
When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 2100 direct TAGDE and hold.

CAMPBELL APP CON	SABRE TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
134.35 307.025	124.675 290.45	142.975 267.3	237.6	265.5	







CATEGORY	COPTER		
LNAV MDA	1020-½	433	(500-½)
ASR	1000-½	413	(500-½)

COPTER VOR RWY 22

VOR/DME CKV	APCH CRS	Rwy ldg	4451
110.6	227°	TDZE	587
Chan 43		Arpt Elev	593

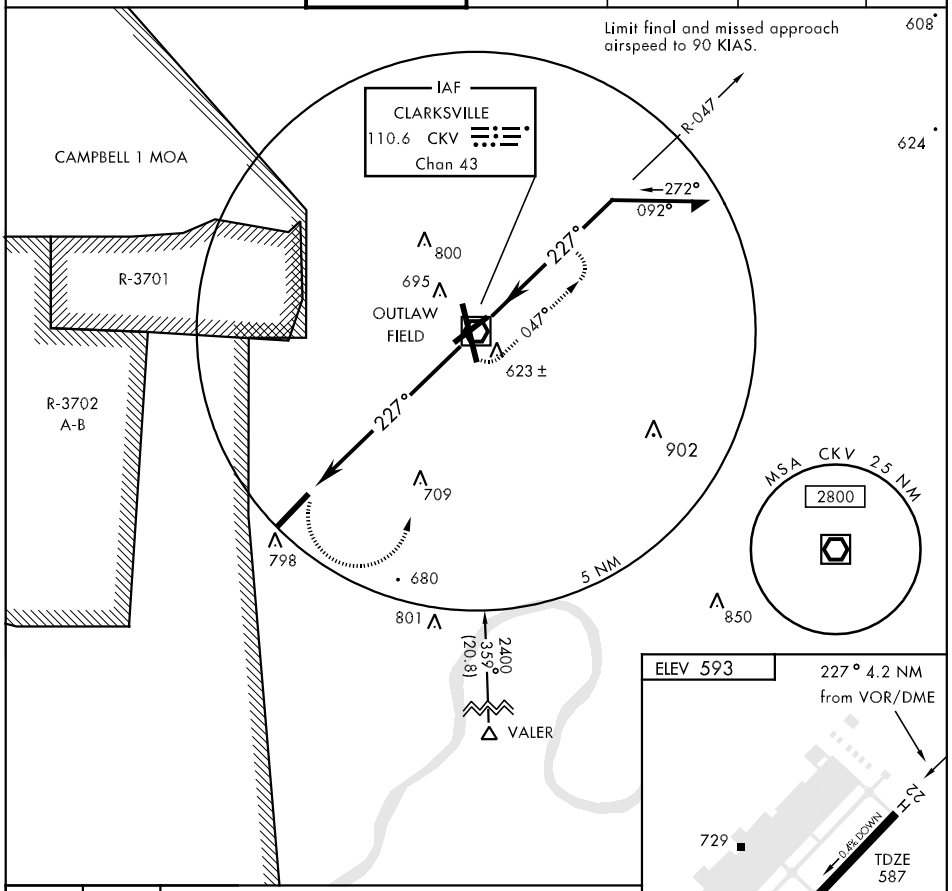
AL-6373 [USA]

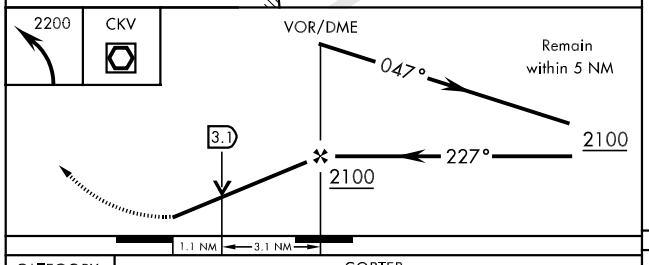
SABRE AHP (FORT CAMPBELL) (KEOD)

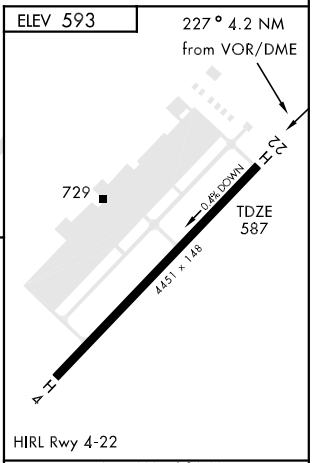
When local altimeter setting not received, use Fort Campbell, KY altimerter setting.

MISSED APPROACH: Climbing left turn to 2200 direct CKV VOR/DME and hold.

CAMPBELL APP CON	SABRE TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
134.35 307.025	124.675 290.45	142.975 267.3	237.6	265.5	







CATEGORY	COPTER
H-22	1000-½ 413 (500-½)

FAF to MAP 4.2 NM					
Knots	45	60	75	90	105
Min:Sec	5:36	4:12	3:22	2:48	2:24

36° 34′N-87° 29′W

NDB HDI	APP CRS	Rwy ldg	3300
369	048°	TDZE	874
		Apt Elev	874

NDB RWY 3

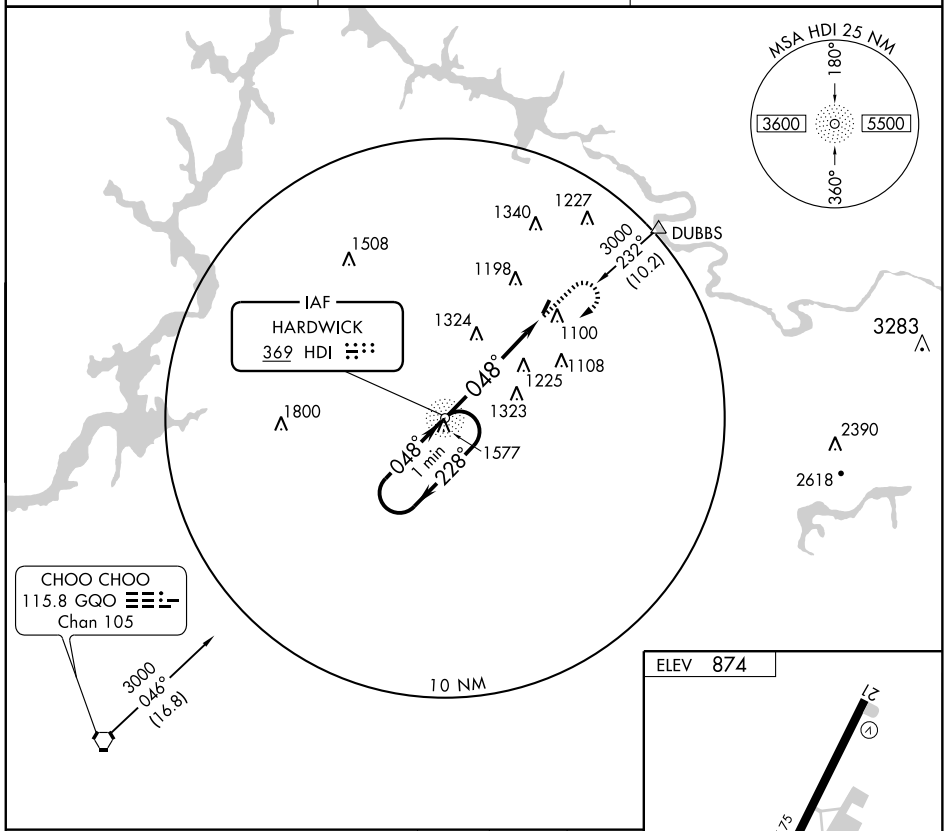
CLEVELAND/ HARDWICK FIELD (HDI)

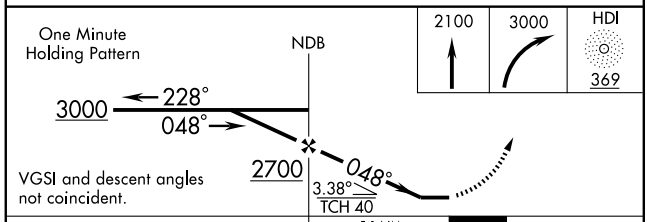
Use Athens altimeter setting; if not received, use Chattanooga altimeter setting and increase all MDAs 40 feet.

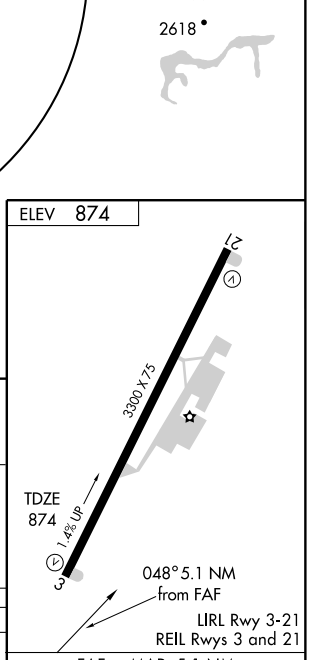
NA

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct HDI NDB and hold.

MCMINN COUNTY AWOS-3	CHATTANOOGA APP CON★	UNICOM
125.425	125.1 379.1	122.8 (CTAF)







CATEGORY	A	B	C	D
S-3	1680-1 806 (900-1)	1680-1¼ 806 (900-1¼)	1680-2¼ 806 (900-2¼)	NA
CIRCLING	1680-1 806 (900-1)	1680-1¼ 806 (900-1¼)	1680-2¼ 806 (900-2¼)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-1. 14 JAN 2010 to 11 FEB 2010

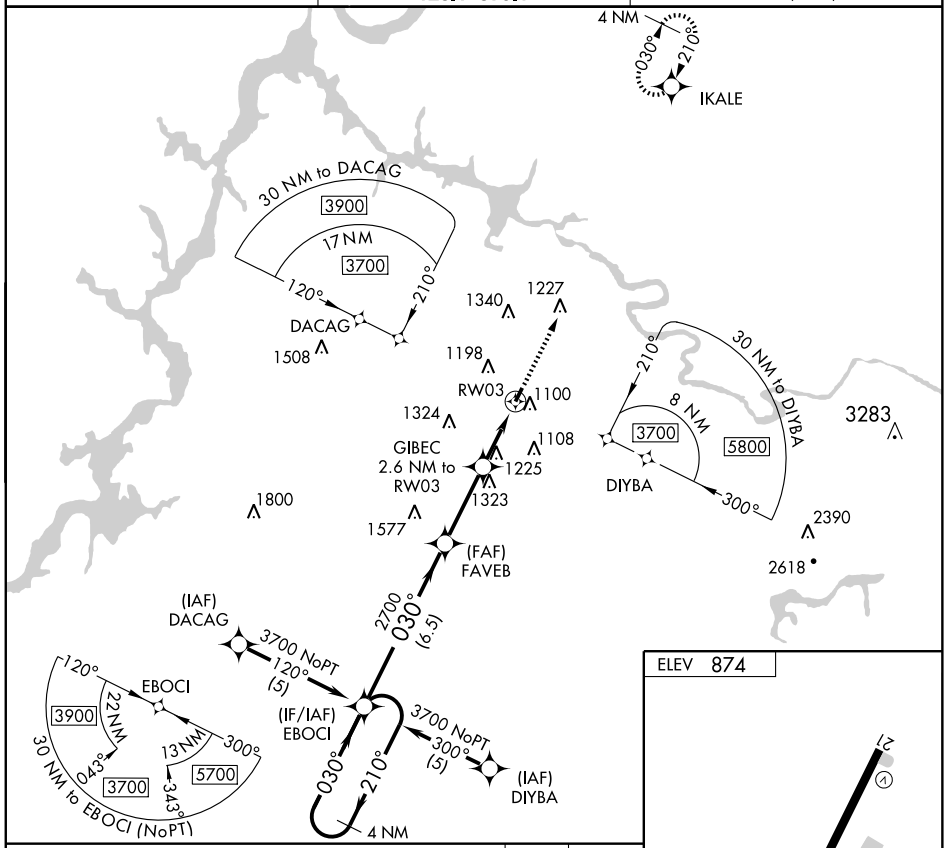
APP CRS	Rwy ldg	3300
030°	TDZE	874
	Apt Elev	874

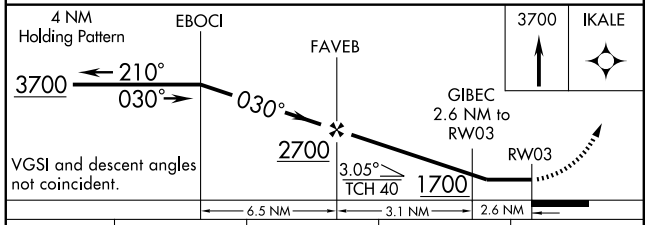
RNAV (GPS) RWY 3
CLEVELAND/ HARDWICK FIELD (HDI)

Procedure NA at night.
DME/DME RNP-0.3 NA.
NA Use Athens altimeter setting; if not received, use Chattanooga altimeter setting and increase all MDAs 40 feet.

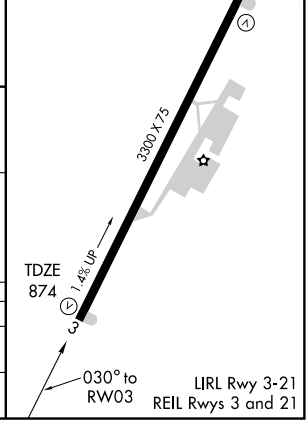
MISSED APPROACH: Climb to 3700 direct IKALE and hold.

MCMINN COUNTY AWOS-3	CHATTANOOGA APP CON ★	UNICOM
125.425	125.1 379.1	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1580-1 706 (800-1)		1580-2 706 (800-2)	NA
CIRCLING	1580-1 706 (800-1)		1580-2 706 (800-2)	NA



LIRL Rwy 3-21
REIL Rwys 3 and 21

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3300
210°	TDZE	874
	Apt Elev	874

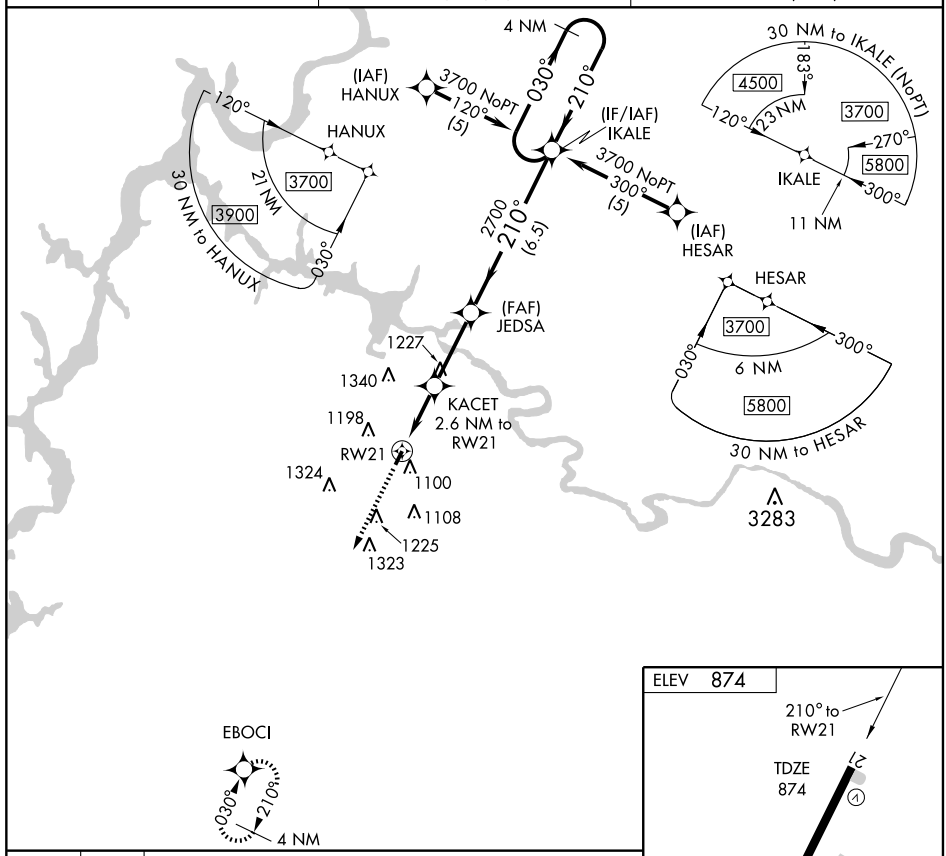
RNAV (GPS) RWY 21
CLEVELAND/ HARDWICK FIELD (HDI)

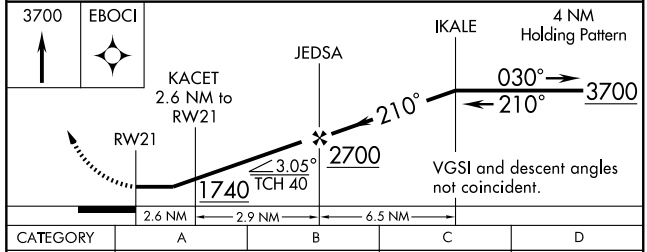
NA

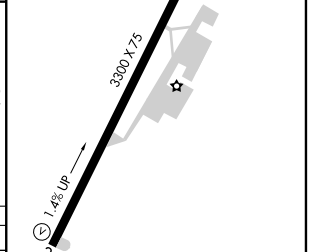
Procedure NA at night. DME/DME RNP-0.3 NA.
Use Athens altimeter setting; if not received, use Chattanooga altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3700 direct EBOCI and hold.

MCMINN COUNTY AWOS-3	CHATTANOOGA APP CON★	UNICOM
125.425	125.1 379.1	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1440-1 566 (600-1)		1440-1½ 566 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)	1540-1 666 (700-1)	1540-1¾ 666 (700-1¾)	NA

LIRL Rwy 3-21
REIL Rwys 3 and 21

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5999
055°	TDZE	670
	Apt Elev	681

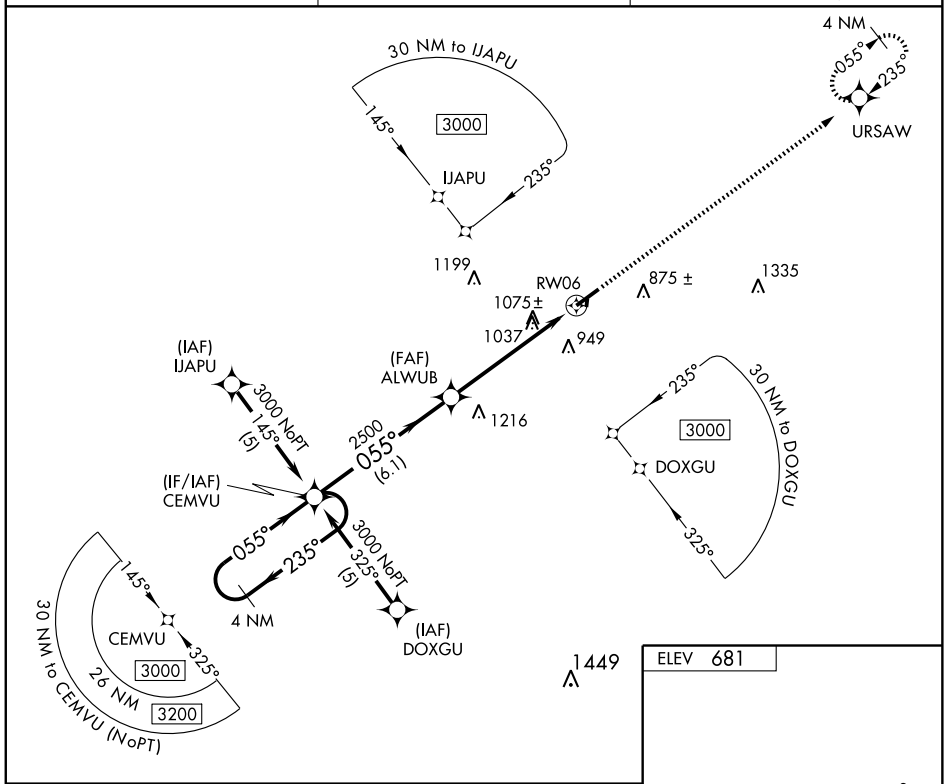
RNAV (GPS) RWY 6

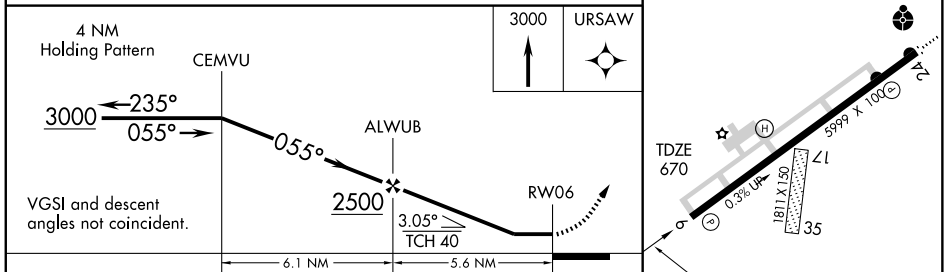
COLUMBIA/ MAURY COUNTY (MRC)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl. altimeter setting and increase all MDA 120 feet and increase LNAV Cat B visibility ¼ mile, Cats C and D visibility ½ mile, increase Circling Cat B visibility ¼ mile, Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct URSAW and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.625	125.85 379.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1340-1 670 (700-1)		1340-1¾ 670 (700-1¾)	1340-2 670 (700-2)
CIRCLING	1340-1 659 (700-1)		1380-2 699 (700-2)	1380-2¼ 699 (700-2¼)

WAAS CH 69515 W24A	APP CRS 235°	Rwy ldg 5999 TDZE 681 Apt Elev 681

RNAV (GPS) RWY 24

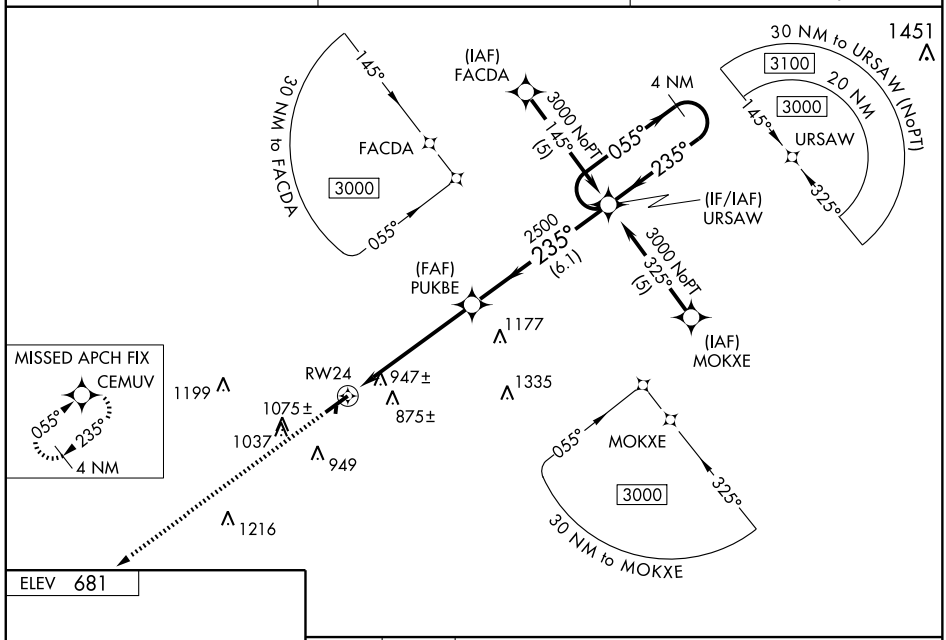
COLUMBIA/ MAURY COUNTY (MRC)

Inoperative table does not apply to LNAV/VNAV Cats A, B, and C and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl. altimeter setting and increase all DA 109 feet and all MDA 120 feet and increase LPV all Cats visibility ½ mile, increase LNAV/VNAV all Cats visibility ½ mile, and LNAV Cats C and D visibility ¼ mile, and increase Circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Nashville Intl. altimeter setting.

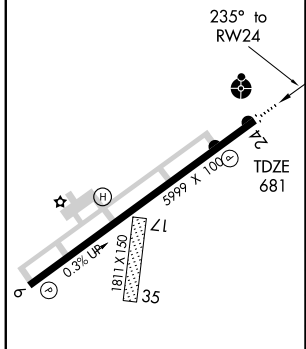
ODALS

MISSED APPROACH: Climb to 3000 direct CEMVU and hold.

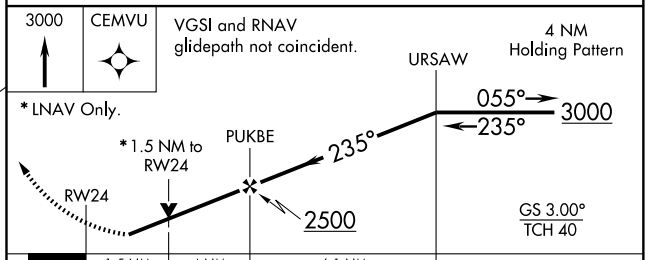
AWOS-3	MEMPHIS CENTER	UNICOM
128.625	125.85 379.25	122.8 (CTAF) L



ELEV 681



MIRL Rwy 6-24
REIL Rwys 6 and 24



CATEGORY	A	B	C	D
LPV DA	981-1 300 (300-1)			
LNAV/VNAV DA	1329-2¼ 648 (700-2¼)			
LNAV MDA	1200-¾ 519 (600-¾)		1200-1½ 519 (600-1½)	1200-1¾ 519 (600-1¾)
CIRCLING	1260-1 579 (600-1)		1380-2 699 (700-2)	1380-2¼ 699 (700-2¼)

SDF MRC	APP CRS	Rwy ldg	5999
108.7	234°	TDZE	677
		Apt Elev	681

SDF RWY 24

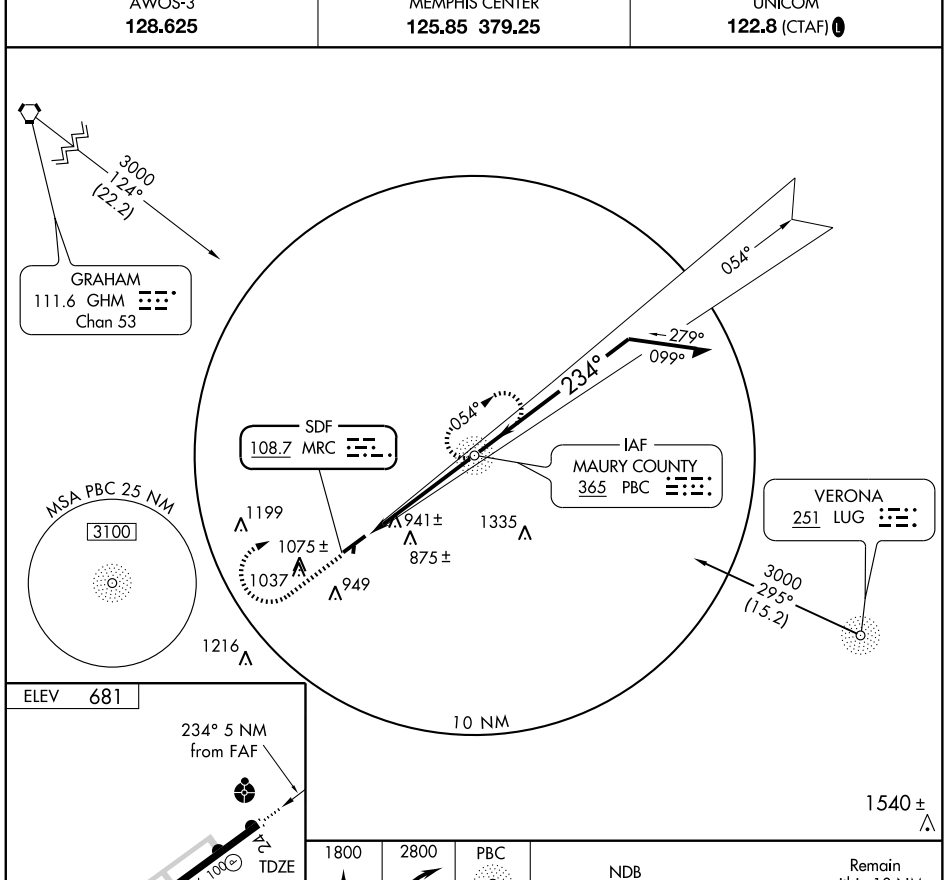
COLUMBIA/ MAURY COUNTY (MRC)

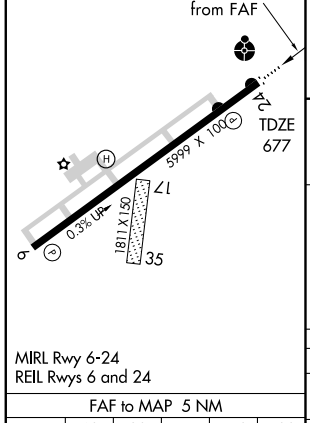
T A NA — If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Inoperative table does not apply to Cat C. ADF REQUIRED

ODALS

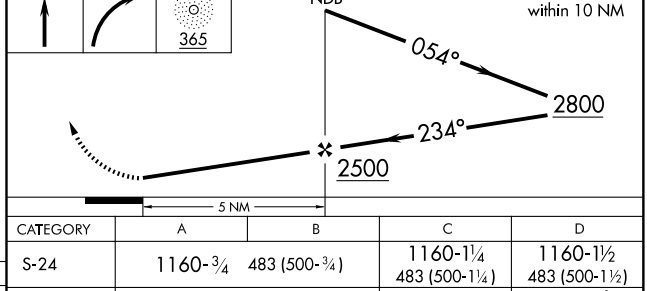
MISSED APPROACH: Climb to 1800 then climbing right turn to 2800 direct PBC NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.625	125.85 379.25	122.8 (CTAF) L





MIRL Rwy 6-24
REIL Rwys 6 and 24



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-24	1160-¾ 483 (500-¾)		1160-1¼ 483 (500-1¼)	1160-1½ 483 (500-1½)
CIRCLING	1280-1 603 (700-1)		1360-2 683 (700-2)	1360-2¼ 683 (700-2¼)

VOR/DME-A

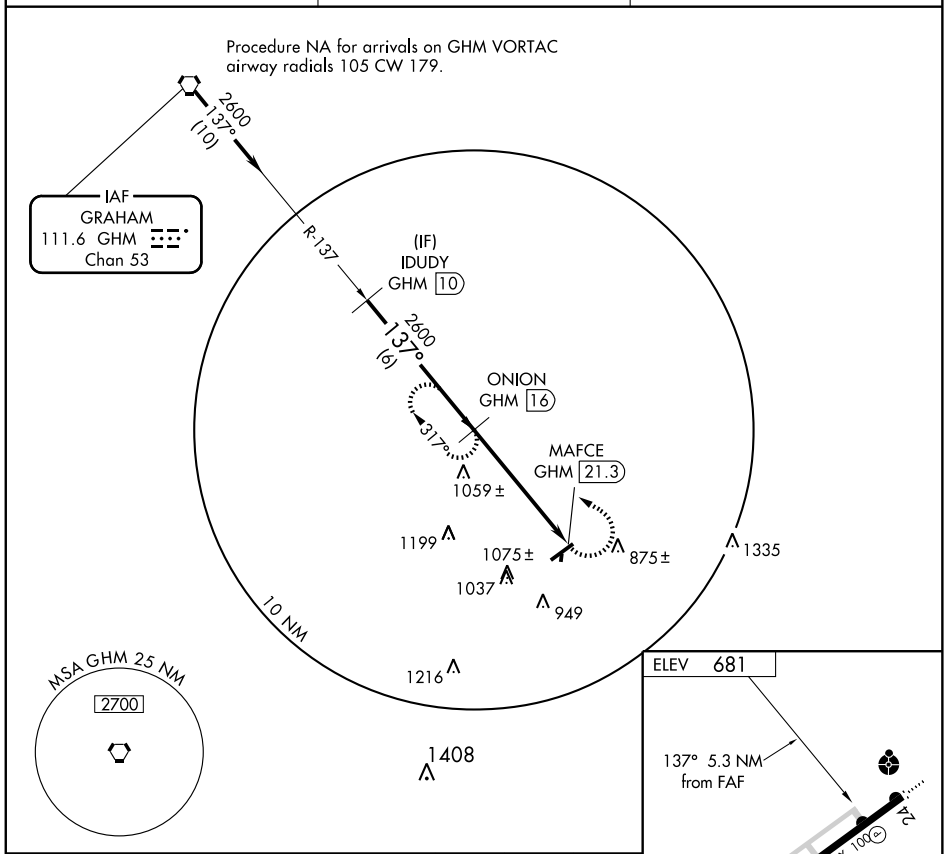
COLUMBIA/ MAURY COUNTY (MRC)

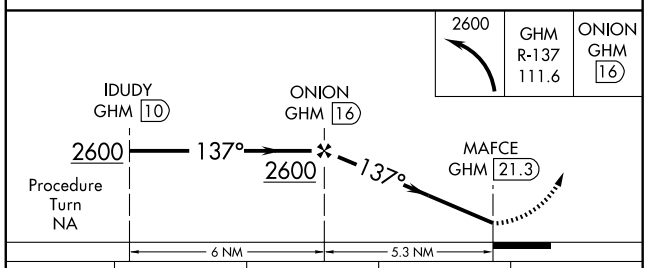
VORTAC GHM	APP CRS	Rwy ldg	N/A
111.6	137°	TDZE	N/A
Chan 53		Apt Elev	681

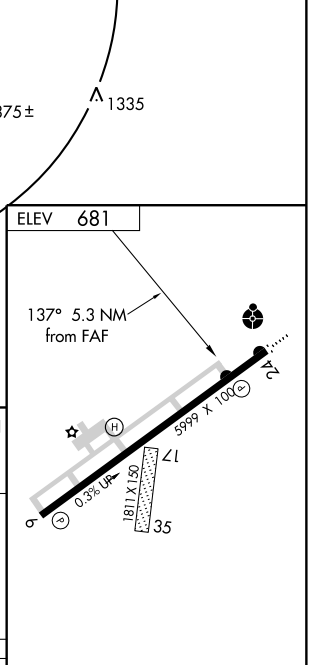
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 120 feet, and increase Cats C and D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 2600 via GHM VORTAC R-137 to ONION/GHM 16 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.625	125.85 379.25	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1320-1 639 (700-1)	1320-1¼ 639 (700-1¼)	1380-2 699 (700-2)	1380-2¼ 699 (700-2¼)

MIRL Rwy 6-24
REIL Rwys 6 and 24

SE-1. 14 JAN 2010 to 11 FEB 2010

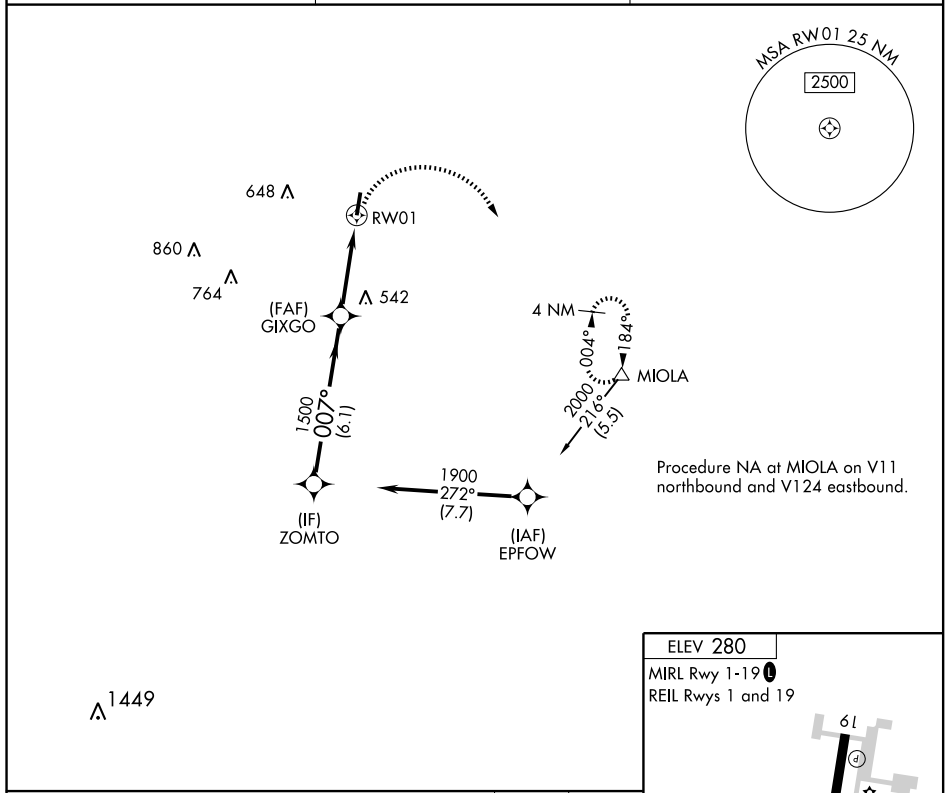
APP CRS	Rwy ldg	5004
007°	TDZE	280
	Apt Elev	280

RNAV (GPS) RWY 1
COVINGTON MUNI (MØ4)

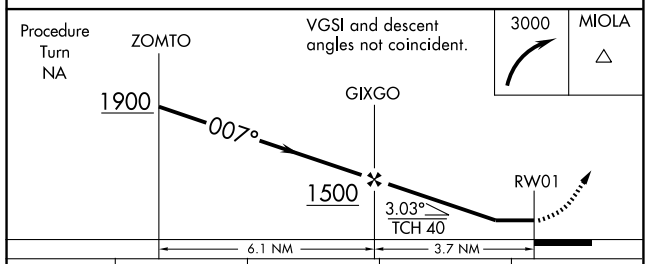
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Memphis altimeter setting and increase all MDA 100 feet and increase LNAV Cats C/D and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct MIOLA and hold.

AWOS-3	MEMPHIS APP CON	UNICOM
118.575	125.8 338.3	123.0 (CTAF) L



Procedure NA at MIOLA on V11 northbound and V124 eastbound.

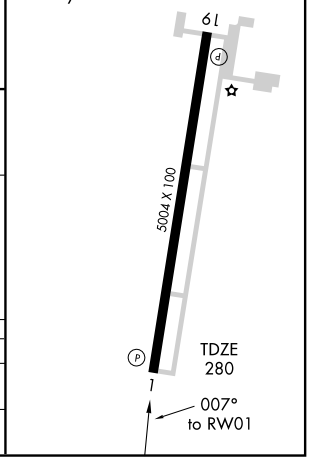


CATEGORY	A	B	C	D
LNAV MDA	800-1 520 (600-1)		800-1½ 520 (600-1½)	800-1¾ 520 (600-1¾)
CIRCLING	800-1 520 (600-1)		800-1½ 520 (600-1½)	840-2 560 (600-2)

ELEV 280

MIRL Rwy 1-19 L

REIL Rwys 1 and 19

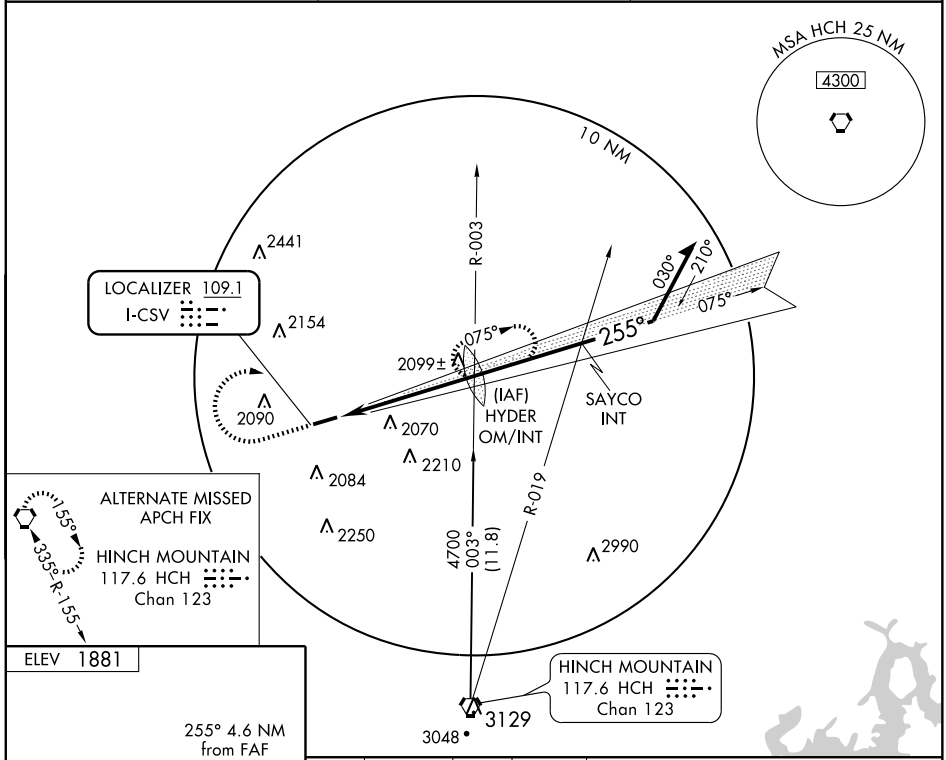


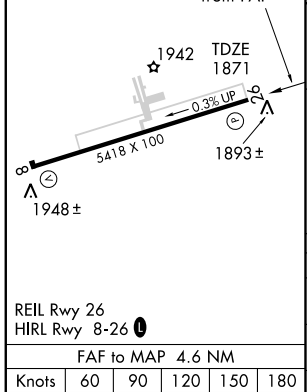
LOC I-CSV	APP CRS	Rwy ldg	5418
109.1	255°	TDZE	1871
		Apt Elev	1881

ILS or LOC RWY 26
CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

MISSED APPROACH: Climb to 3000 then climbing right turn to 4600 via heading 110° and I-CSV East course to HYDER OM/INT and hold.

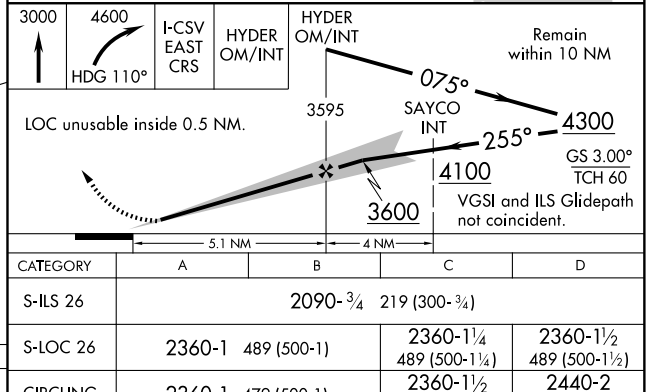
ASOS	ATLANTA CENTER	UNICOM
120.625	133.6 254.3	122.7 (CTAF)





REIL Rwy 26
HIRL Rwy 8-26

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 26	2090-¾ 219 (300-¾)			
S-LOC 26	2360-1 489 (500-1)		2360-1¼ 489 (500-1¼)	2360-1½ 489 (500-1½)
CIRCLING	2360-1 479 (500-1)		2360-1½ 479 (500-1½)	2440-2 559 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

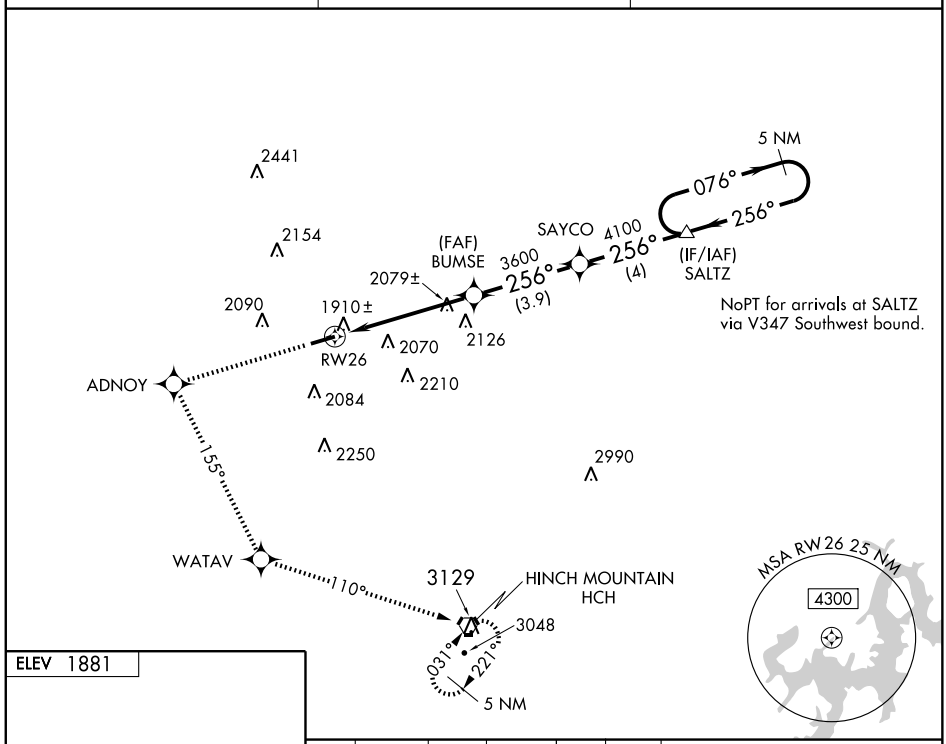
WAAS CH 65911 W26A	APP CRS 256°	Rwy ldg 5418 TDZE 1871 Apt Elev 1881

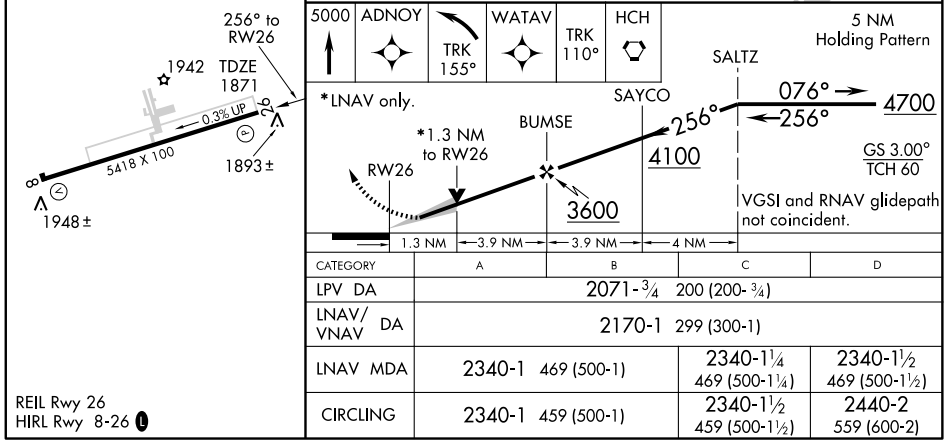
RNAV (GPS) RWY 26
CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct ADNOY and left turn via 155° track to WATAV and via 110° track to HCH VORTAC and hold.

ASOS	ATLANTA CENTER	UNICOM
120.625	133.6 254.3	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2071-¾ 200 (200-¾)			
LNAV/VNAV DA	2170-1 299 (300-1)			
LNAV MDA	2340-1 469 (500-1)		2340-1¼ 469 (500-1¼)	2340-1½ 469 (500-1½)
CIRCLING	2340-1 459 (500-1)		2340-1½ 459 (500-1½)	2440-2 559 (600-2)

REIL Rwy 26
HIRL Rwy 8-26 L

SE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC HCH	APP CRS	Rwy ldg	N/A
117.6	335°	TDZE	N/A
Chan 123		Apt Elev	1881

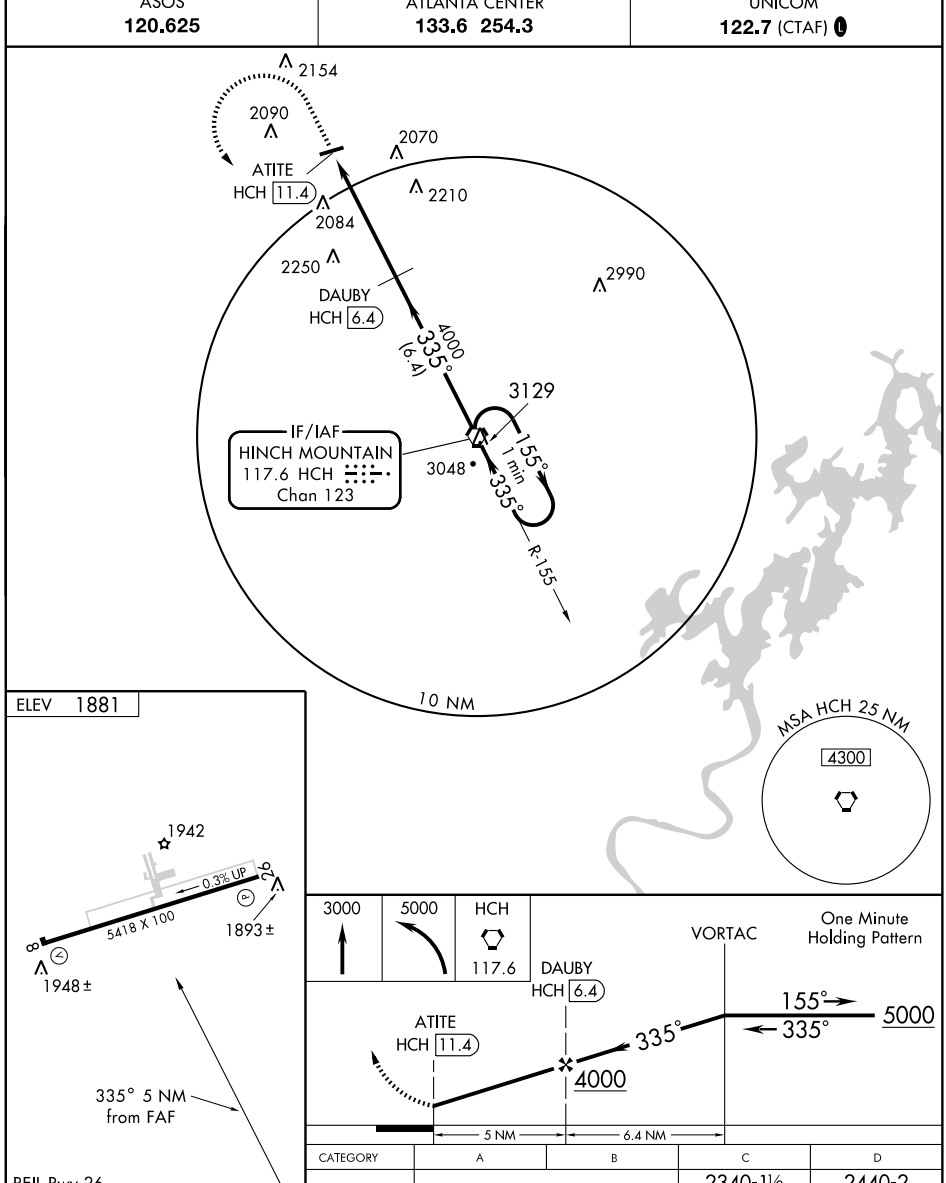
VOR/DME-A

CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

NA

MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct HCH VORTAC and hold.

ASOS	ATLANTA CENTER	UNICOM
120.625	133.6 254.3	122.7 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	2340-1 459 (500-1)		2340-1½ 459 (500-1½)	2440-2 559 (600-2)

NDB DTE	APP CRS	Rwy ldg	5000
394	041°	TDZE	715
		Apt Elev	719

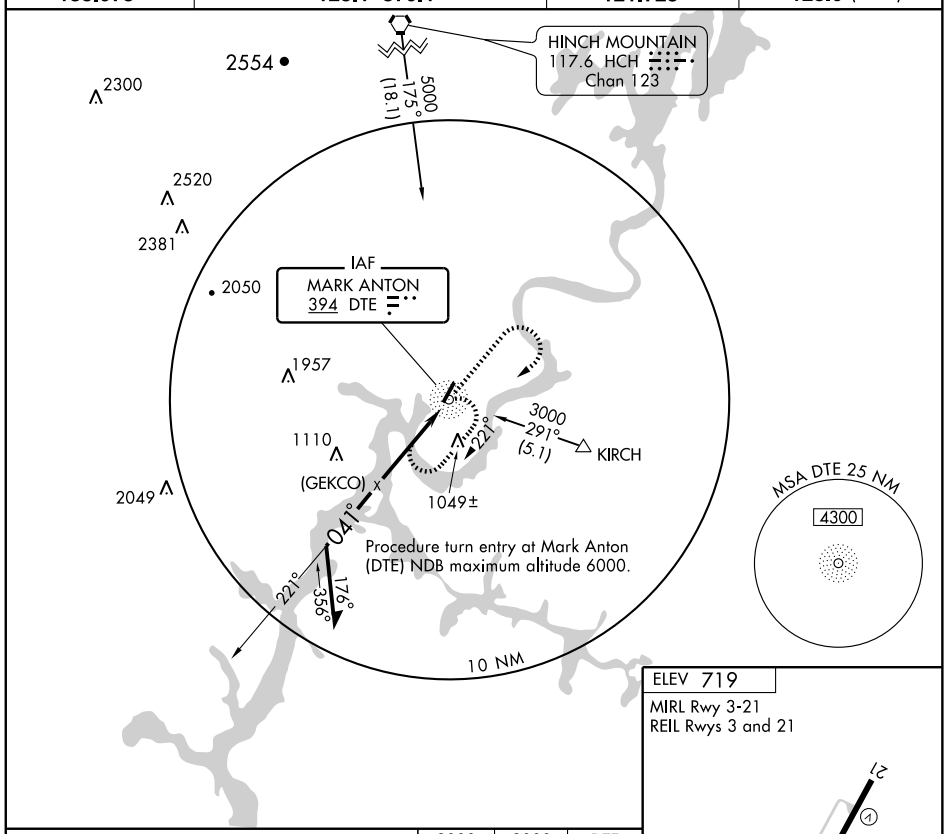
NDB or GPS RWY 3

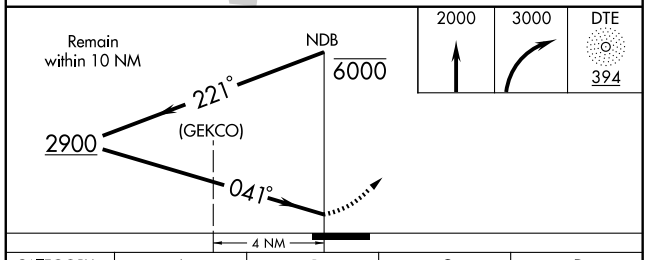
DAYTON/MARK ANTON (2A0)

NA If local altimeter setting is not received, use Crossville altimeter setting and increase all MDAs 240 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DTE NDB and hold.

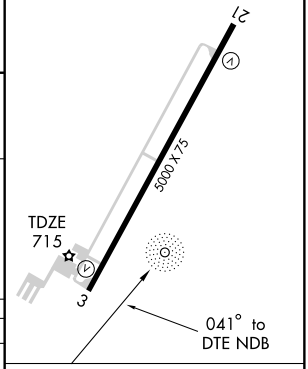
AWOS-3	CHATTANOOGA APP CON ★	GCO	UNICOM
135.075	125.1 379.1	121.725	123.0 (CTAF)





ELEV 719

MIRL Rwy 3-21
REIL Rwys 3 and 21



CATEGORY	A	B	C	D
S-3	1460-1 745 (800-1)	1460-1¼ 745 (800-1¼)	1460-2¼ 745 (800-2¼)	1460-2½ 745 (800-2½)
CIRCLING	1460-1 741 (800-1)	1460-1¼ 741 (800-1¼)	1460-2¼ 741 (800-2¼)	1460-2½ 741 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5000
211°	TDZE	719
	Apt Elev	719

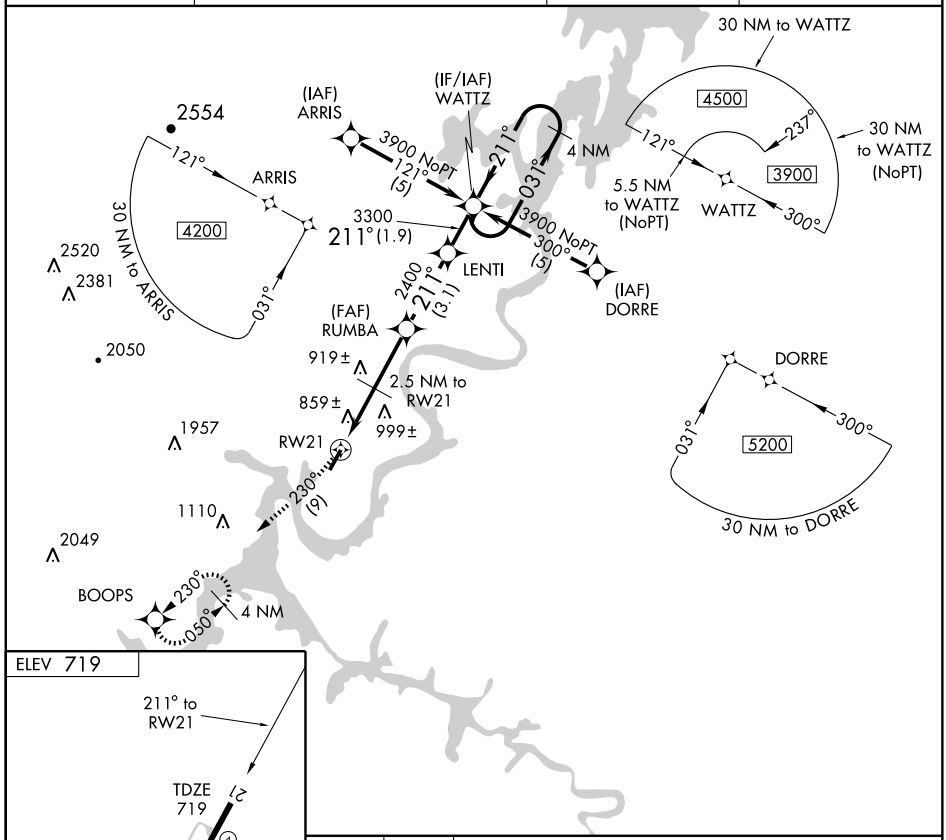
RNAV (GPS) RWY 21
DAYTON/MARK ANTON (2A0)

NA

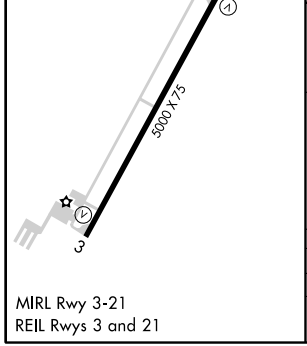
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

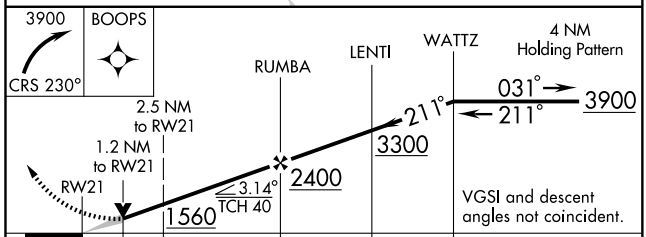
MISSED APPROACH: Climbing right turn to 3900 via 230° course to BOOPS WP and hold.

AWOS-3	CHATTANOOGA APP CON ★	GCO	UNICOM
135.075	125.1 379.1	121.725	123.0 (CTAF)



ELEV 719





CATEGORY	A	B	C	D
LNAV MDA	1120-1 401 (500-1)		1120-1¼ 401 (500-1¼)	
CIRCLING	1440-1 721 (800-1)	1460-1¼ 741 (800-1¼)	1460-2¼ 741 (800-2¼)	1460-2½ 741 (800-2½)

MIRL Rwy 3-21
REIL Rwys 3 and 21

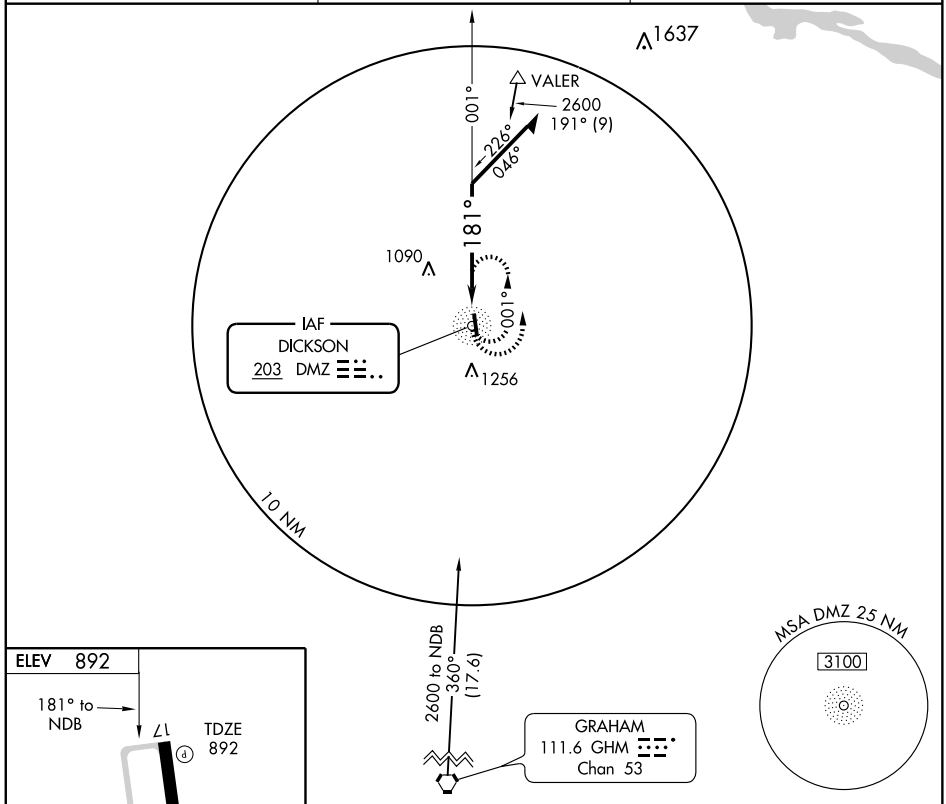
NDB DMZ	APP CRS	Rwy ldg	5001
203	181°	TDZE	892
		Apt Elev	892

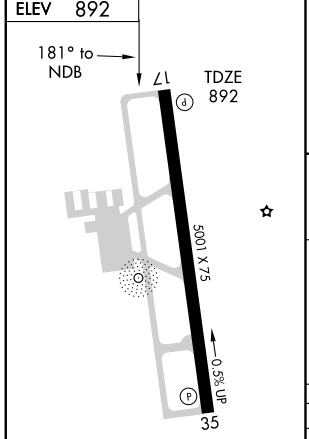
NDB RWY 17
DICKSON MUNI (M02)

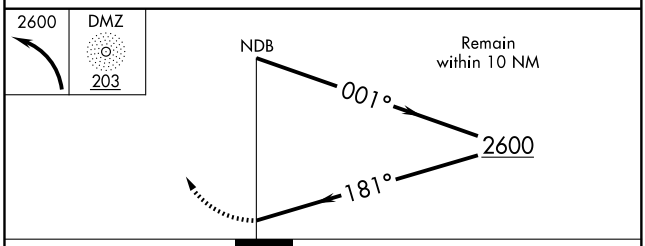
NA

MISSED APPROACH: Climbing left turn to 2600 in Dickson (DMZ) NDB holding pattern.

AWOS-3	MEMPHIS CENTER	UNICOM
123.875	125.85 381.4	122.8 (CTAF)







CATEGORY	A	B	C	D
S-17	1520-1	628 (700-1)	1520-1¾ 628 (700-1¾)	1520-2 628 (700-2)
CIRCLING	1520-1	628 (700-1)	1560-1¾ 668 (700-1¾)	1560-2 668 (700-2)

REIL Rwys 17 and 35
MIRL Rwy 17-35

APP CRS	Rwy ldg	5001
173°	TDZE	892
	Apt Elev	892

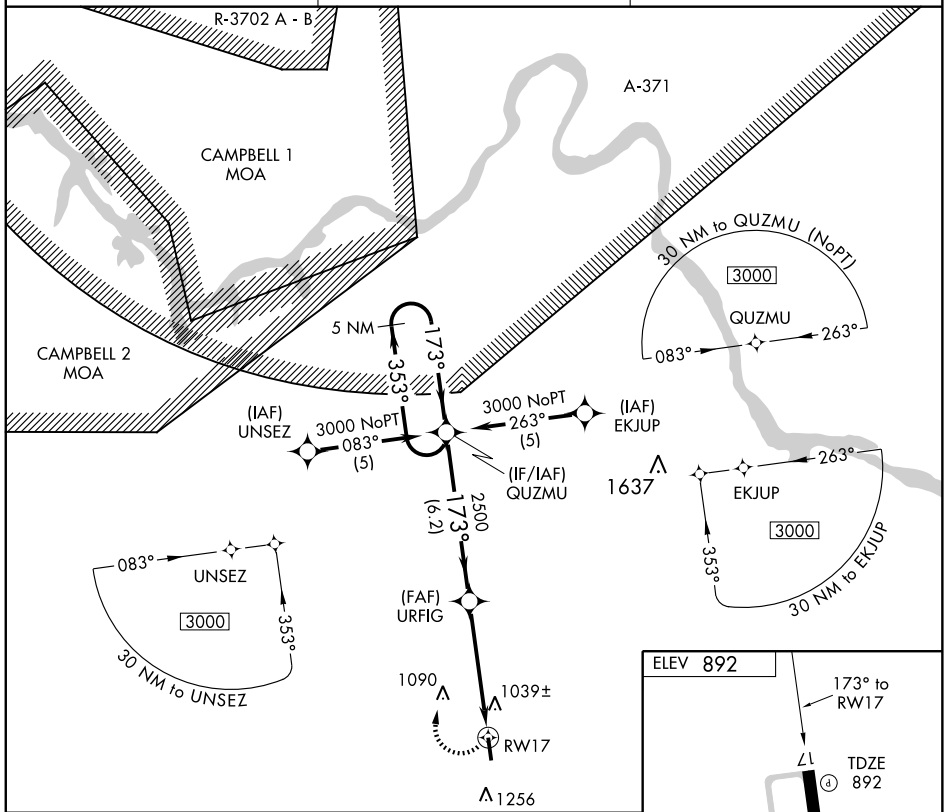
RNAV (GPS) RWY 17
DICKSON MUNI (M02)

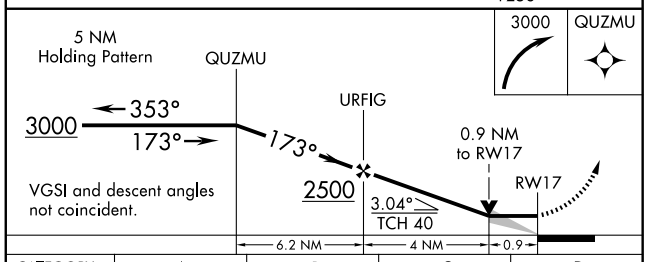
NA

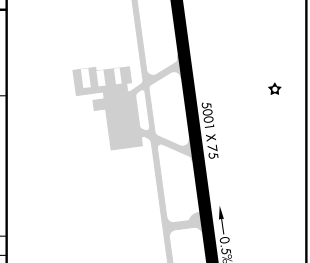
If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 140 feet. DME/DME RNP-0.3 NA. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct QUZMU and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
123.875	125.85 381.4	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1300-1 408 (500-1)		1300-1¼ 408 (500-1¼)	
CIRCLING	1400-1 508 (600-1)	1560-1 668 (700-1)	1560-1¾ 668 (700-1¾)	1560-2 668 (700-2)

REIL Rwys 17 and 35
MIRL Rwy 17-35

SE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC GHM	APP CRS	Rwy ldg	5001
111.6	180°	TDZE	892
Chan 53		Apt Elev	892

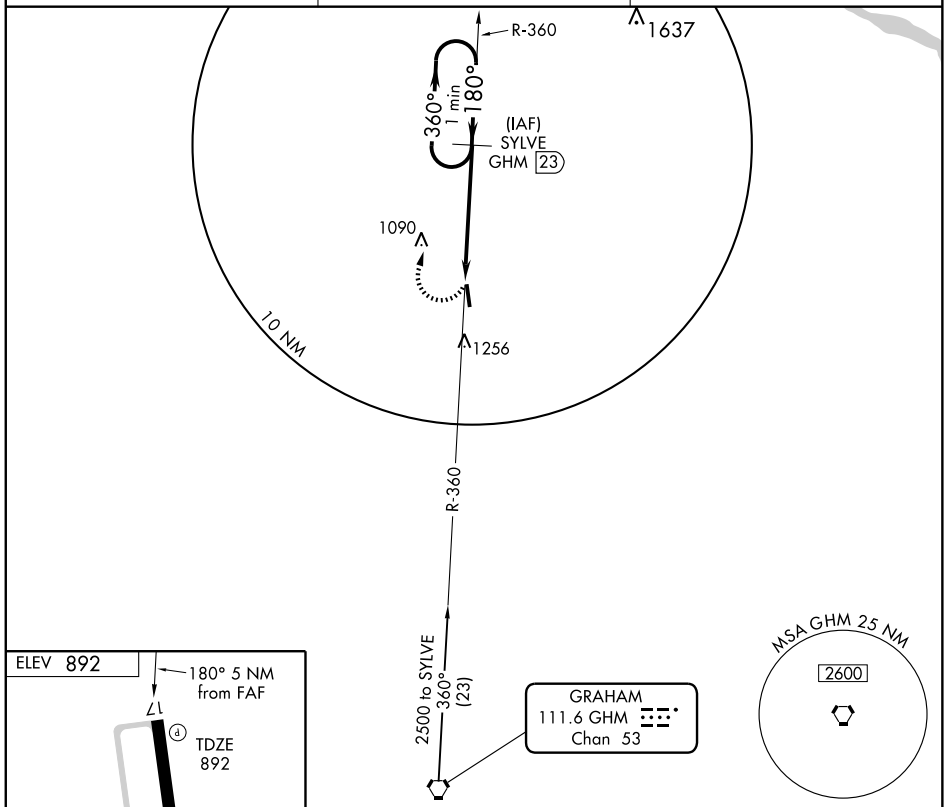
VOR/DME RWY 17

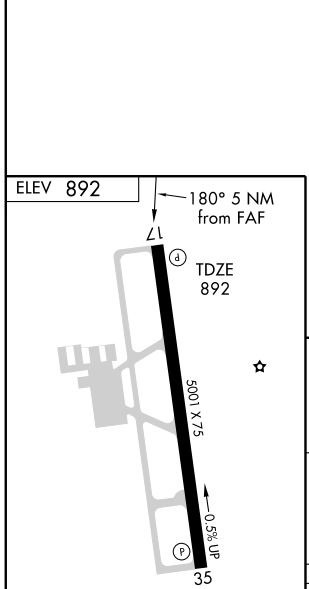
DICKSON MUNI (M02)

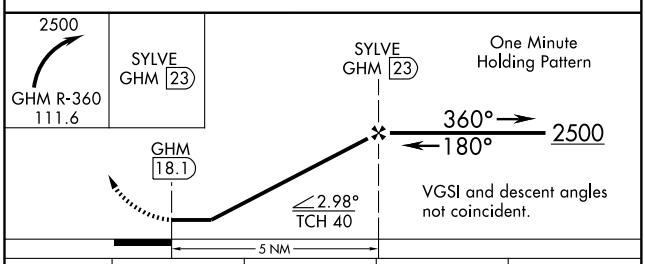
NA

MISSED APPROACH: Climbing right turn to 2500 via R-360 GHM VORTAC to SYLVE 23 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
123.875	125.85 381.4	122.8 (CTAF)







CATEGORY	A	B	C	D
S-17	1400-1	508 (600-1)	1400-1½	508 (600-1½)
CIRCLING	1400-1	508 (600-1)	1560-1¾ 668 (700-1¾)	1560-2 668 (700-2)

REIL Rwys 17 and 35
MIRL Rwy 17-35

SE-1. 14 JAN 2010 to 11 FEB 2010

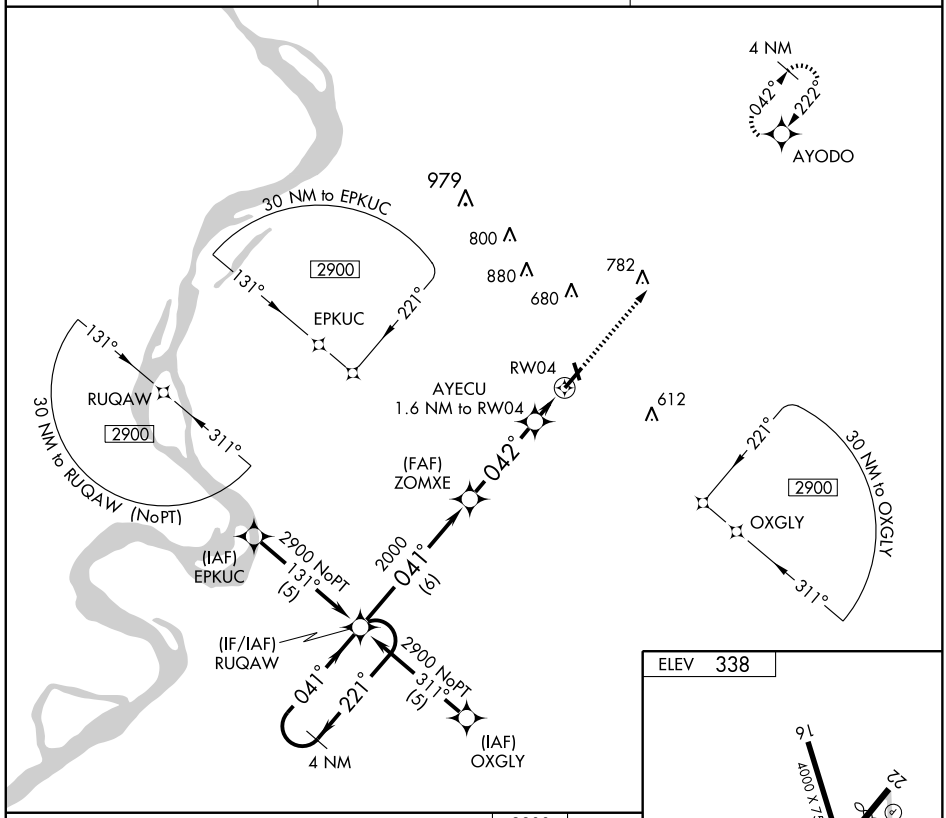
APP CRS	Rwy ldg	5698
042°	TDZE	325
	Apt Elev	338

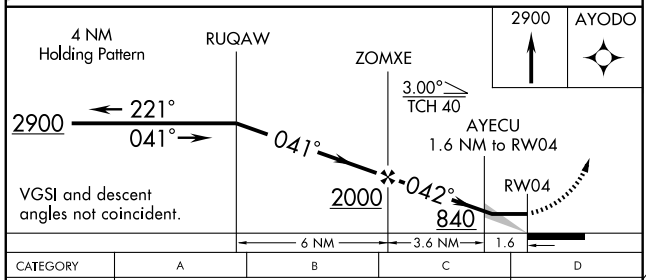
RNAV (GPS) RWY 4
DYERSBURG RGNL (DYR)

If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA.

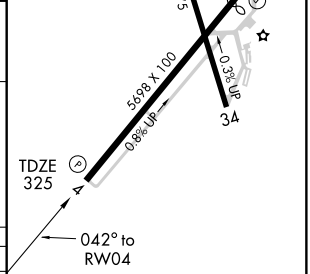
MISSED APPROACH: Climb to 2900 direct AYODO and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.625	134.65 316.15	123.05 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	720-1 395 (400-1)			720-1¼ 395 (400-1¼)
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)



MIRL Rwy 4-22
REIL Rwys 4 and 22

SE-1. 14 JAN 2010 to 11 FEB 2010

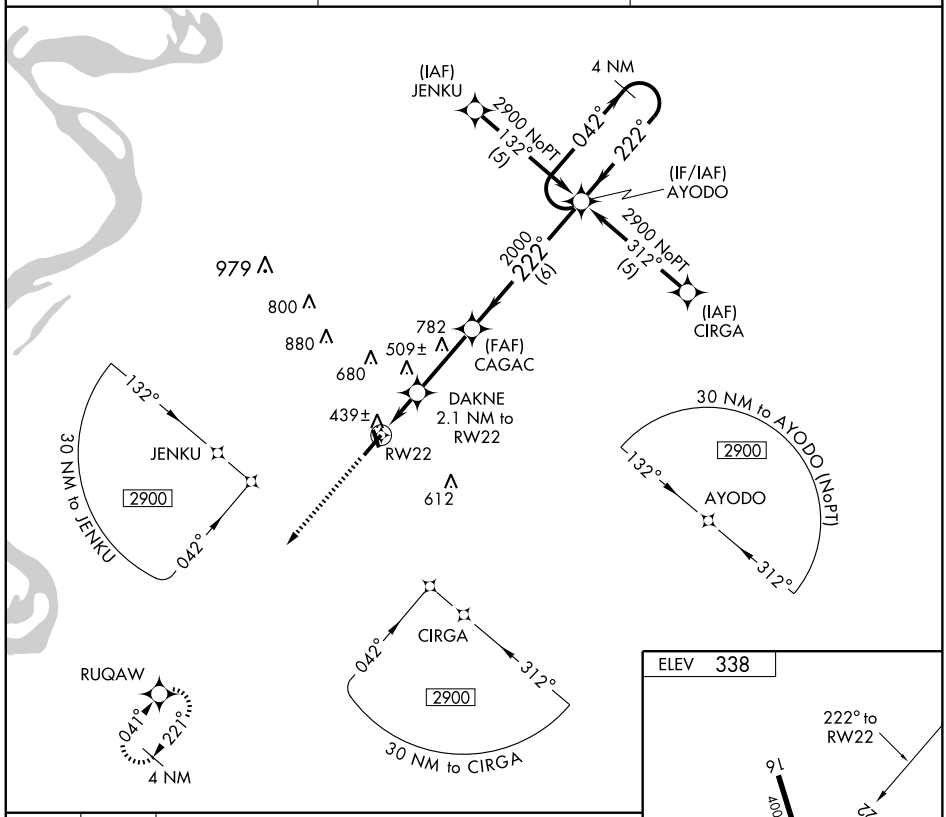
APP CRS	Rwy ldg	5004
222°	TDZE	335
	Apt Elev	338

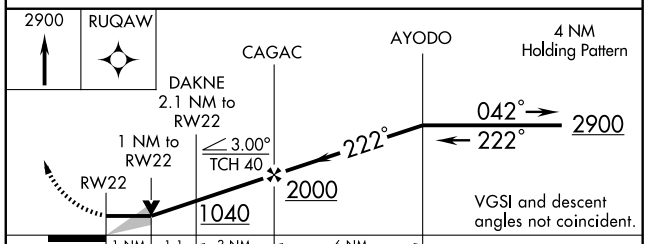
RNAV (GPS) RWY 22
DYERSBURG RGNL (DYR)

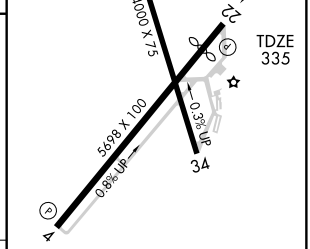
DME/DME RNP-0.3 NA. Straight-in minimums NA at night. If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2900 direct RUQAW and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.625	134.65 316.15	123.05 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	700-1 365 (400-1)			700-1¼ 365 (400-1¼)
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)

MIRL Rwy 4-22
REIL Rwys 4 and 22

SE-1. 14 JAN 2010 to 11 FEB 2010

DYERSBURG, TENNESSEE

AL-966 (FAA)

VORTAC DYR	APP CRS	Rwy ldg	N/A
116.8	251°	TDZE	N/A
Chan 115		Apt Elev	338

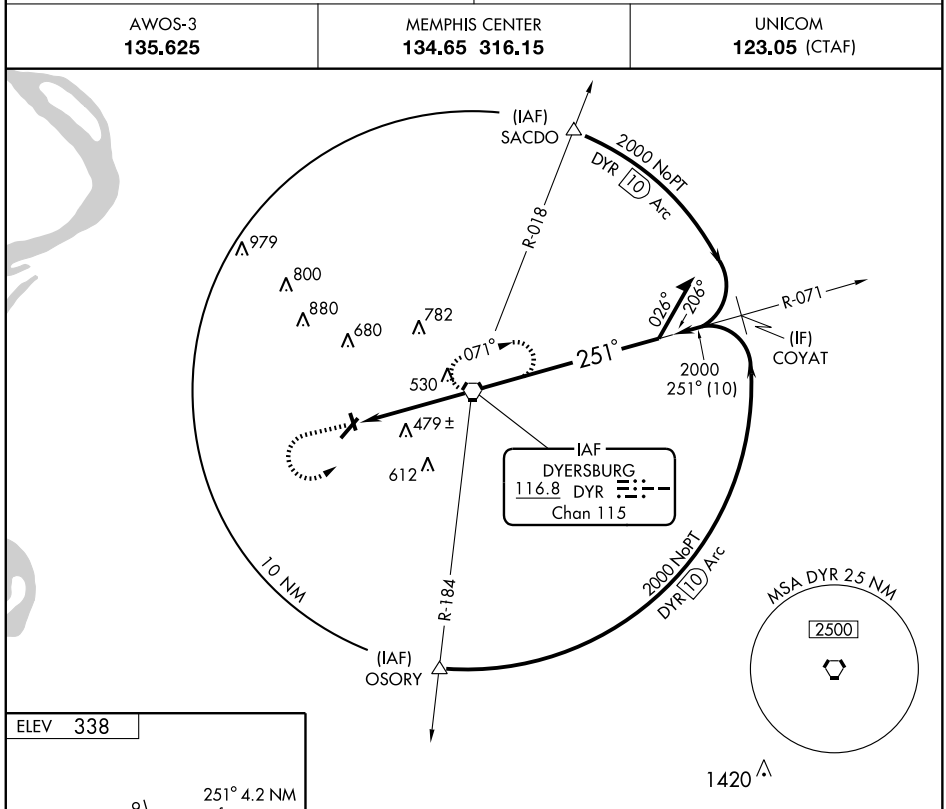
VOR-A

DYERSBURG RGNL (DYR)

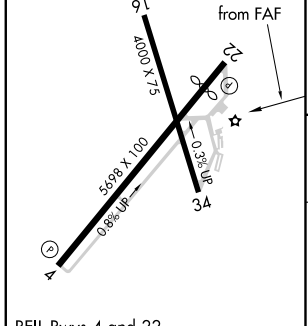
If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2000, then left turn direct DYR VORTAC and hold.

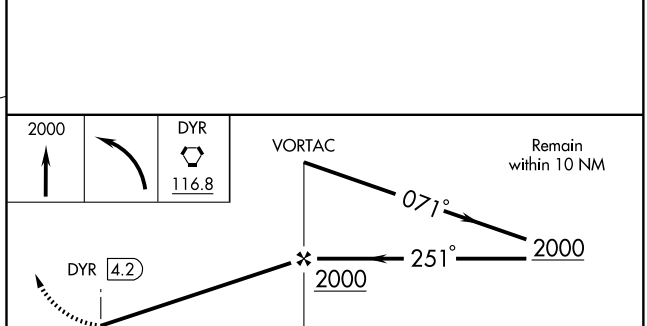
AWOS-3	MEMPHIS CENTER	UNICOM
135.625	134.65 316.15	123.05 (CTAF)



ELEV 338



REIL Rwys 4 and 22
MIRL Rwy 4-22



FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

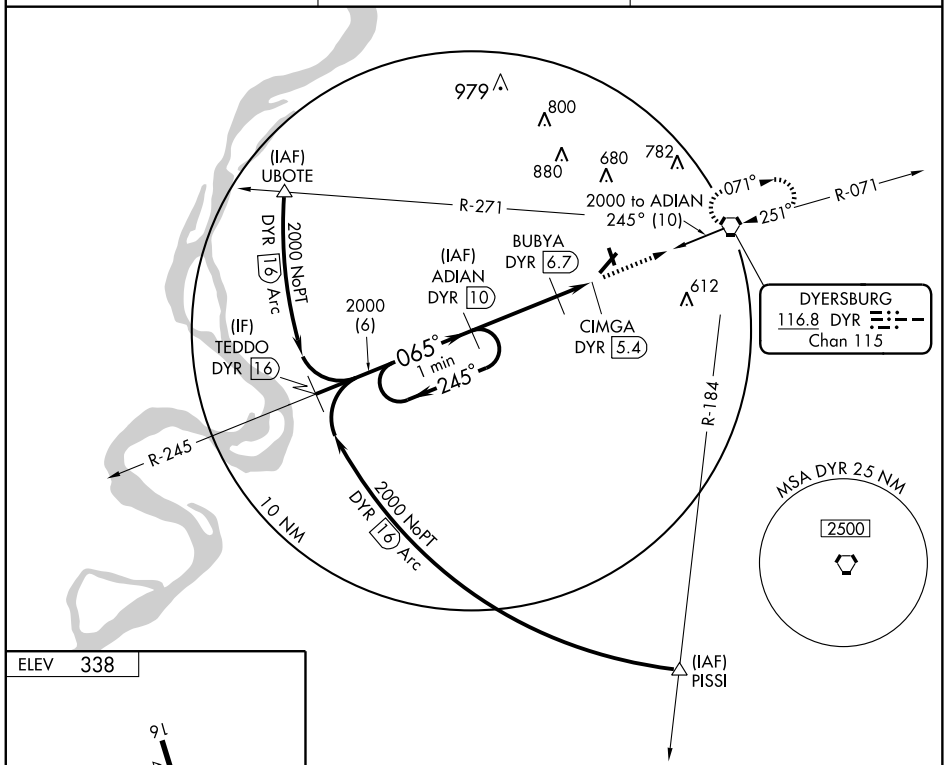
VORTAC DYR	APP CRS	Rwy Idg	5698
116.8	065°	TDZE	325
Chan 115		Apt Elev	338

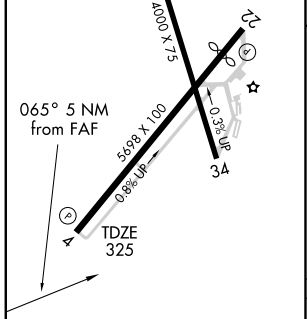
VOR/DME RWY 4
DYERSBURG RGNL (DYR)

If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet. VDP NA when using Blytheville Muni altimeter setting.

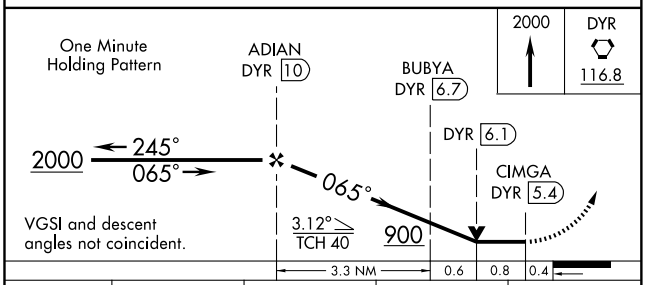
MISSED APPROACH: Climb to 2000 direct DYR VORTAC and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.625	134.65 316.15	123.05 (CTAF)





MIRL Rwy 4-22
REIL Rwys 4 and 22



CATEGORY	A	B	C	D
S-4	720-1 395 (400-1)			720-1¼ 395 (400-1¼)
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

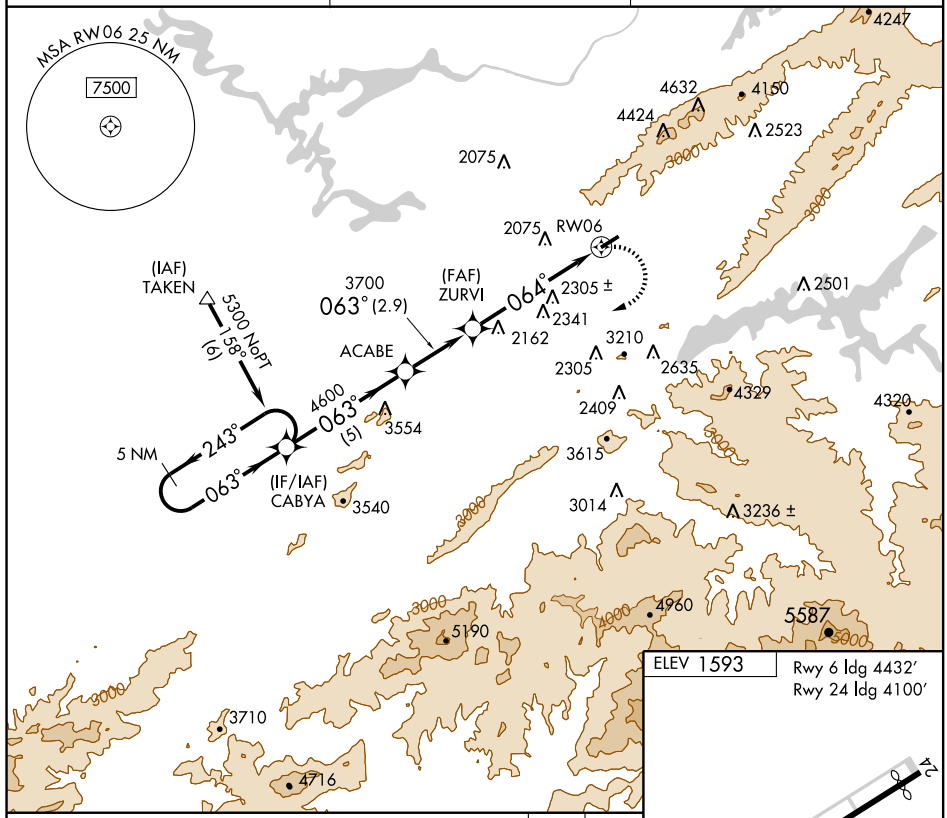
APP CRS	Rwy ldg	4432
064°	TDZE	1555
	Apt Elev	1593

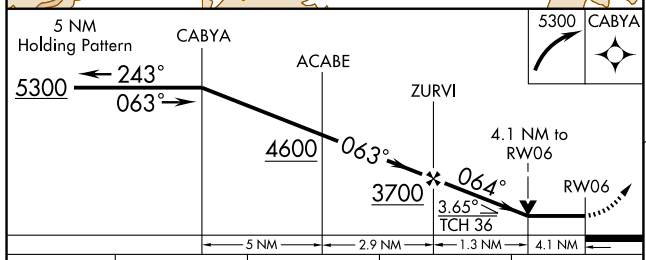
RNAV (GPS) RWY 6
ELIZABETHTON MUNI (ØA9)

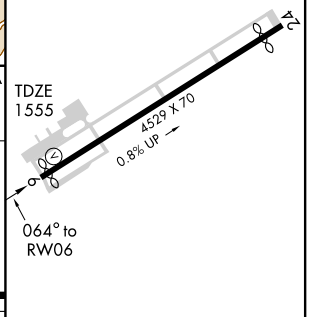
If local altimeter setting not received, use Tri-Cities Rgnl altimeter setting and increase all MDAs 60 ft. VDP NA when using Tri-Cities Rgnl altimeter setting. Circling NA Northwest of Rwy 6-24. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 5300 direct CABYA and hold.

AWOS-3	TRI CITY APP CON	UNICOM
135.675	134.425 349.0	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	3240-1¼ 1685 (1700-1¼)	3240-1½ 1685 (1700-1½)	3240-3 1685 (1700-3)	NA
CIRCLING	3240-1¼ 1647 (1700-1¼)	3240-1½ 1647 (1700-1½)	3240-3 1647 (1700-3)	NA

LIRL Rwy 6-24

SE-1. 14 JAN 2010 to 11 FEB 2010

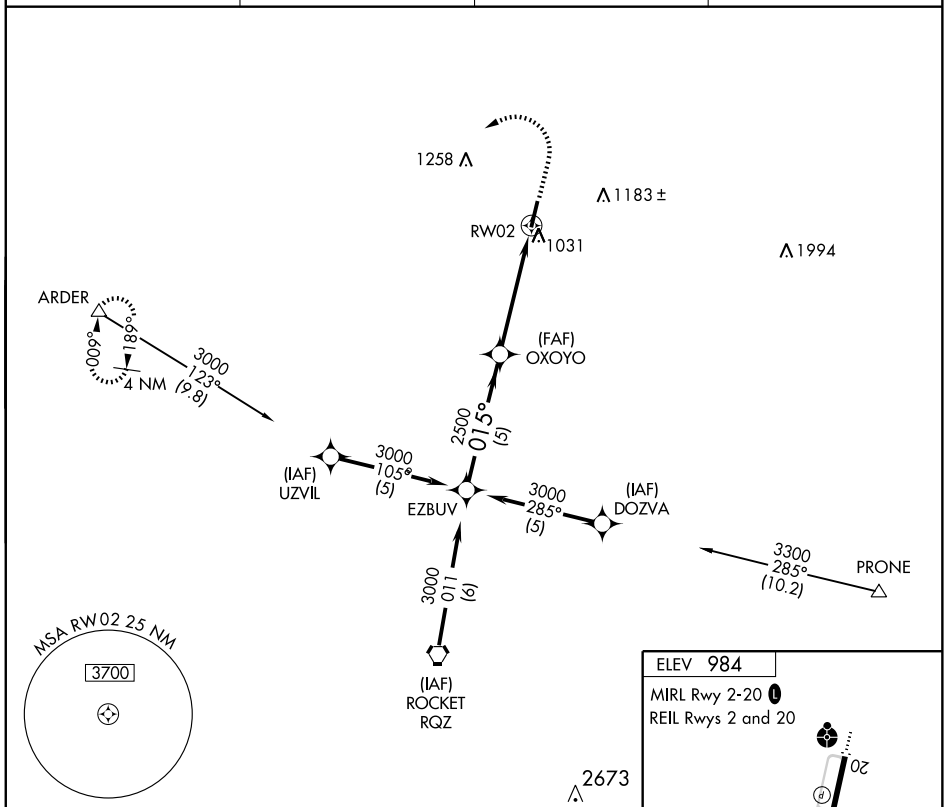
APP CRS	Rwy ldg	5500
015	TDZE	973
	Apt Elev	984

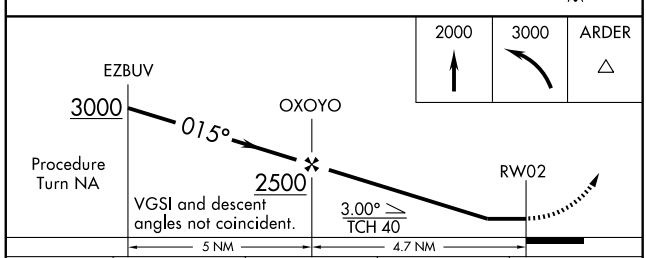
GPS RWY 2
FAYETTEVILLE MUNI (FYM)

NA

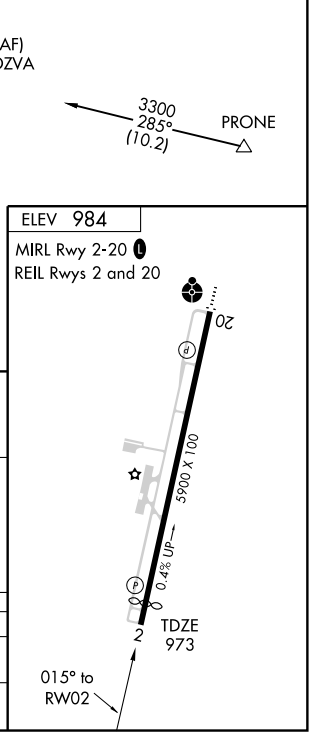
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct ARDER WP and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-2	1380-1 407 (400-1)		1380-1¼ 407 (400-1¼)	
CIRCLING	1440-1 456 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)



NDB TNY	APP CRS	Rwy ldg	5900
358	195°	TDZE	984
		Apt Elev	984

NDB RWY 20
FAYETTEVILLE MUNI (FYM)

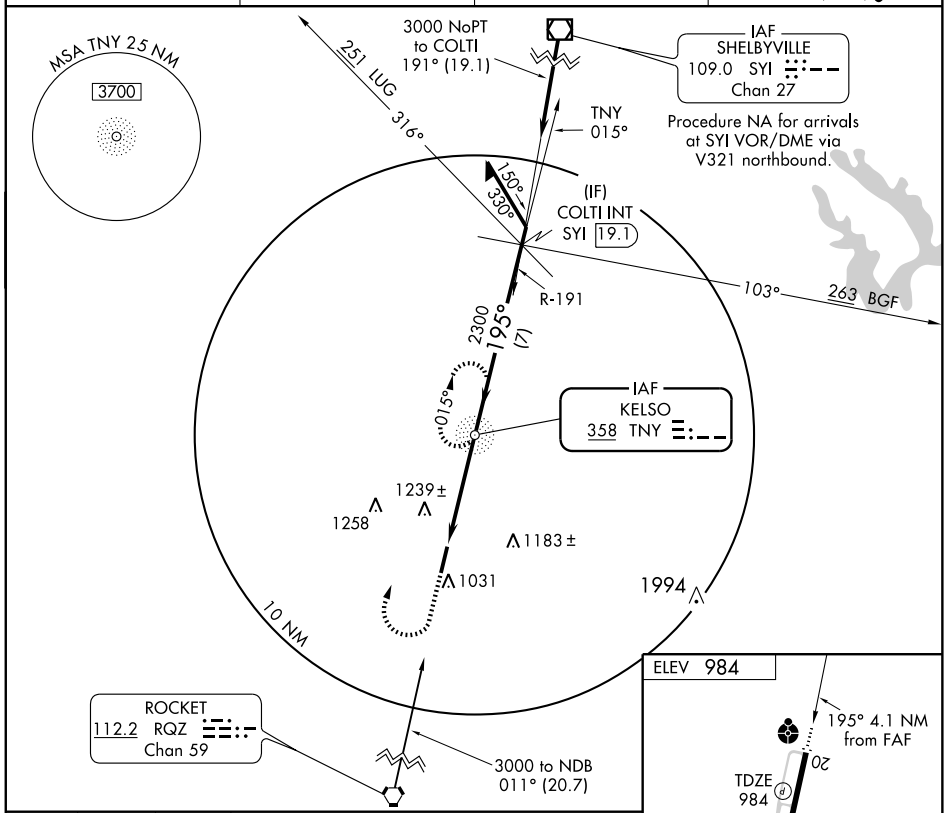
When local altimeter setting not received, use Huntsville altimeter setting and increase all MDA 120 feet, increase S-20 Cat C and D and Circling Cat C visibility ½ mile, increase Circling Cat D visibility ¼ mile.

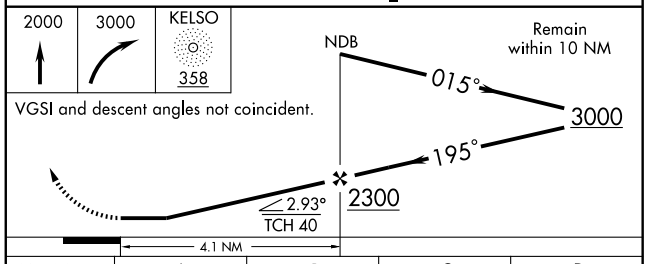
NA

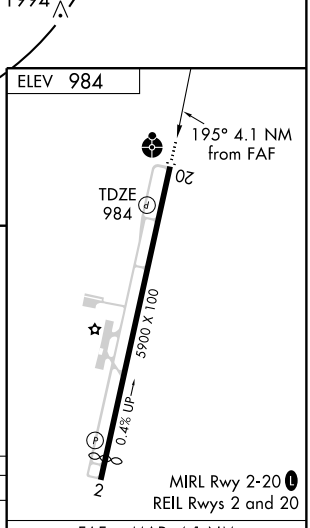
ODALS

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct KELSO NDB and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	1540-1	556 (600-1)	1540-1½ 556 (600-1½)	1540-1¾ 556 (600-1¾)
CIRCLING	1540-1	556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5900
195°	TDZE	983
	Apt Elev	984

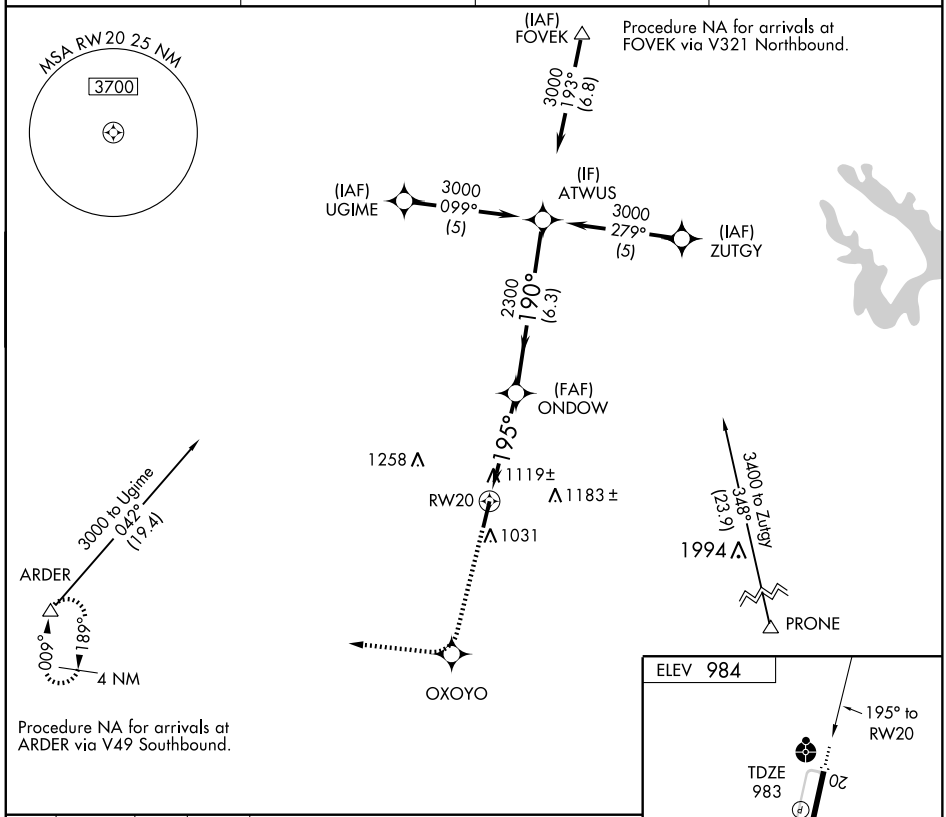
RNAV (GPS) RWY 20
FAYETTEVILLE MUNI (FYM)

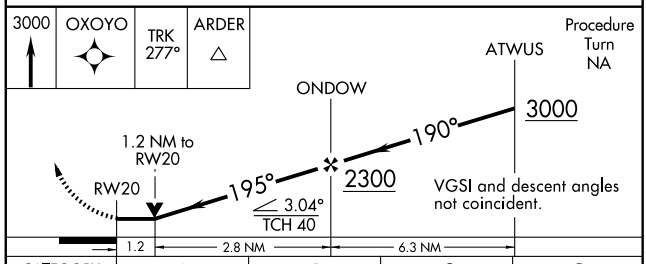
NA — If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 120 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Huntsville altimeter setting.

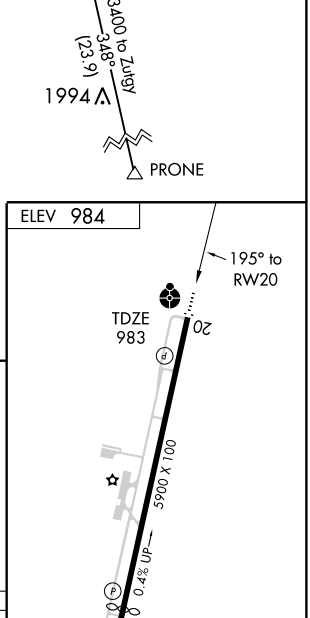
ODALS

MISSED APPROACH: Climb to 3000 direct OXOYO and via 277° track to ARDER and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1380-1 397 (400-1)			1380-1¼ 397 (400-1¼)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)

SDF FYM	APP CRS	Rwy ldg	5900
110.5	195°	TDZE	983
		Apt Elev	984

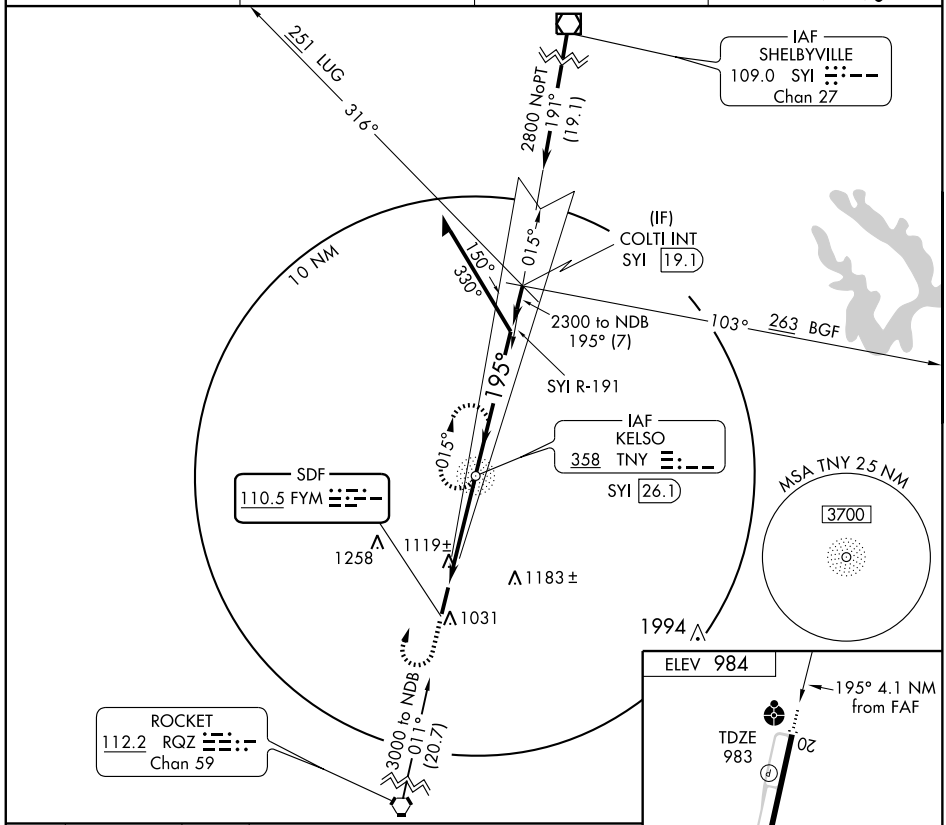
SDF RWY 20
FAYETTEVILLE MUNI (FYM)

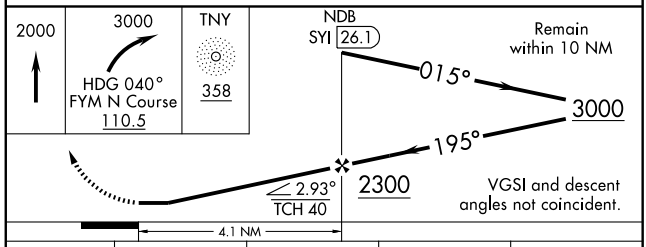
If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 120 feet.
NA Visibility reduction by helicopters NA.
ADF or DME REQUIRED.

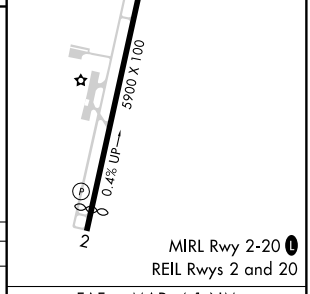
ODALS

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 040° and FYM SDF North course to KELSO NDB/SYI 26.1 DME and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	1380-1 397 (400-1)			1380-1¼ 397 (400-1¼)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC RQZ	APP CRS	Rwy ldg	5500
112.2	010°	TDZE	973
Chan 59		Apt Elev	984

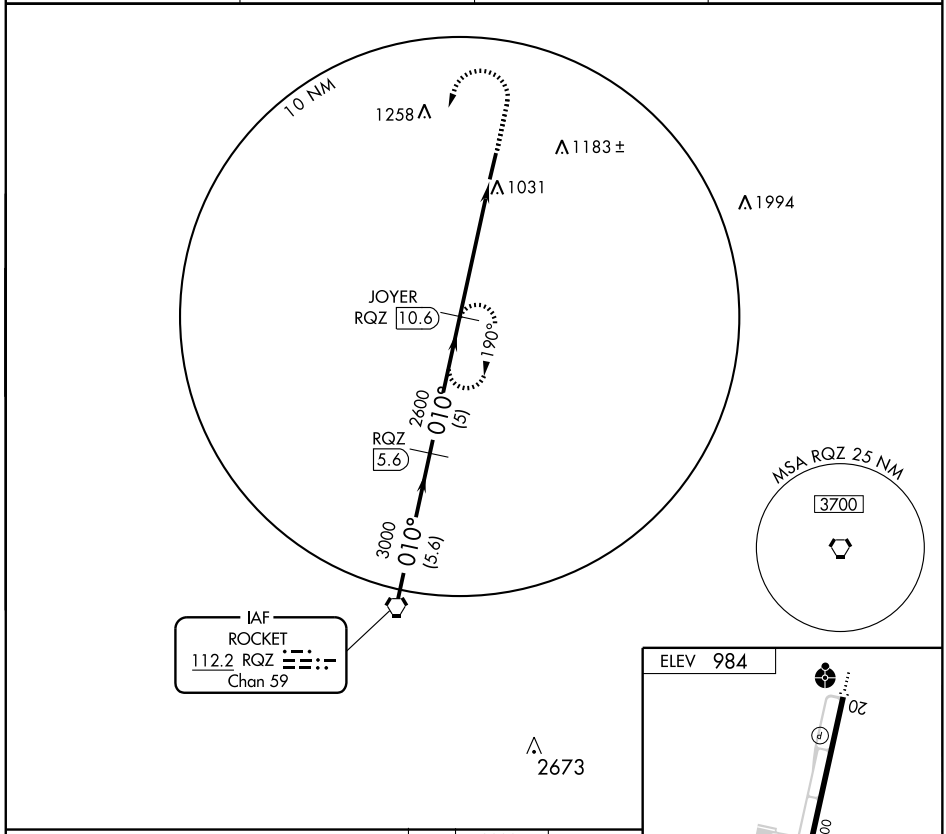
VOR/DME RWY 2
FAYETTEVILLE MUNI (FYM)

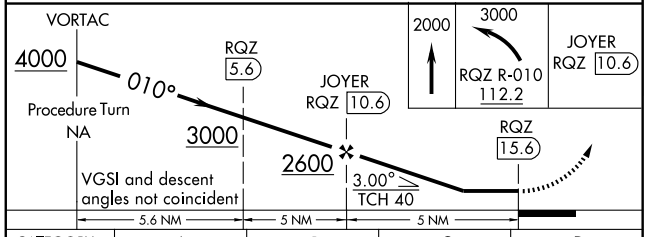
NA

If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 120 feet.

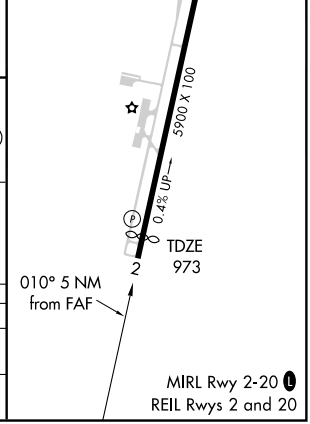
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via RQZ R-010 to JOYER INT and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-2	1400-1 427 (500-1)		1400-1¼ 427 (500-1¼)	1400-1½ 427 (500-1½)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)



SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5000
173°	TDZE	584
	Apt Elev	584

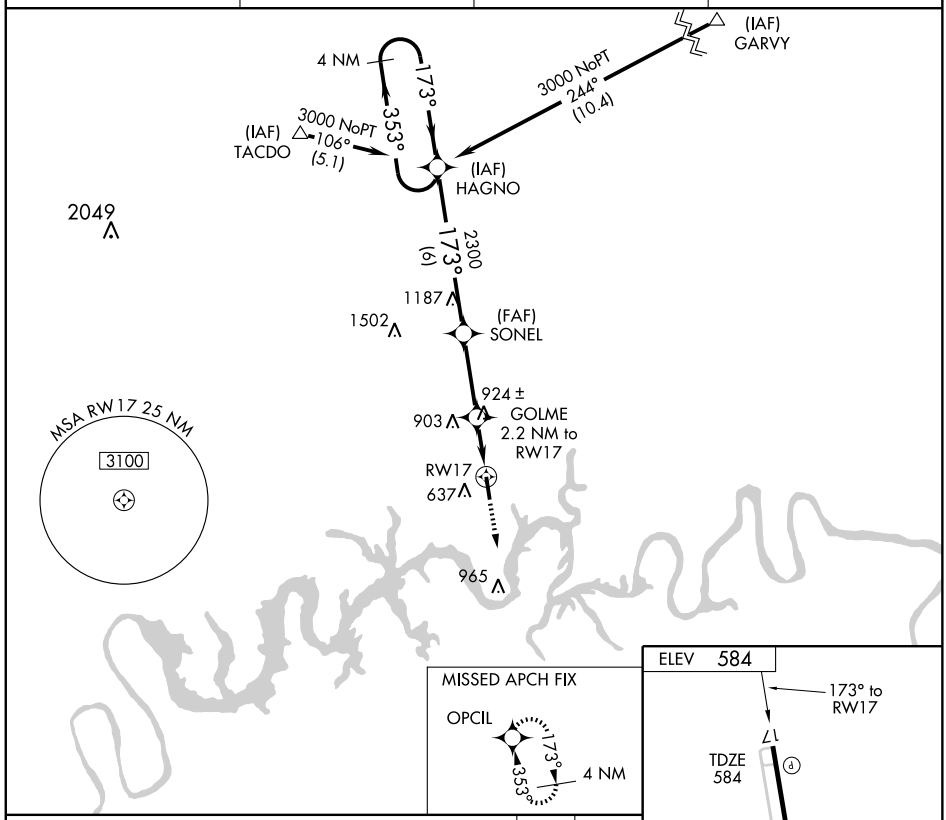
RNAV (GPS) RWY 17
GALLATIN/ SUMNER COUNTY RGNL (M33)

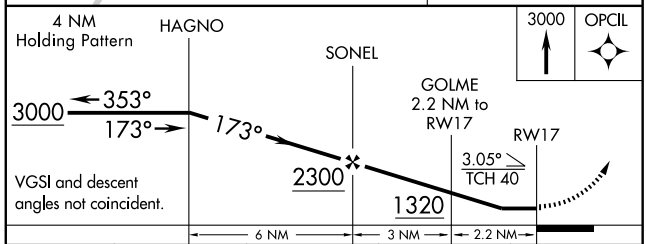
T NA

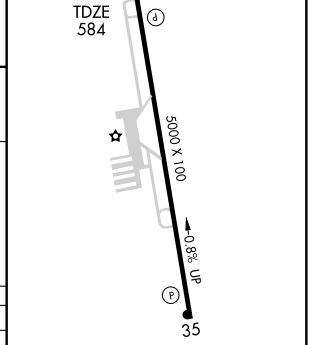
If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 60 feet.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OPCIL WP and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
132.725	118.4 360.7	135.075	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1180-1 596 (600-1)		1180-1½ 596 (600-1½)	1180-1¾ 596 (600-1¾)
CIRCLING	1180-1 596 (600-1)		1180-1½ 596 (600-1½)	1240-2 656 (700-2)

MIRL Rwy 17-35 L
REIL Rwys 17 and 35

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5000
353°	TDZE	565
	Apt Elev	584

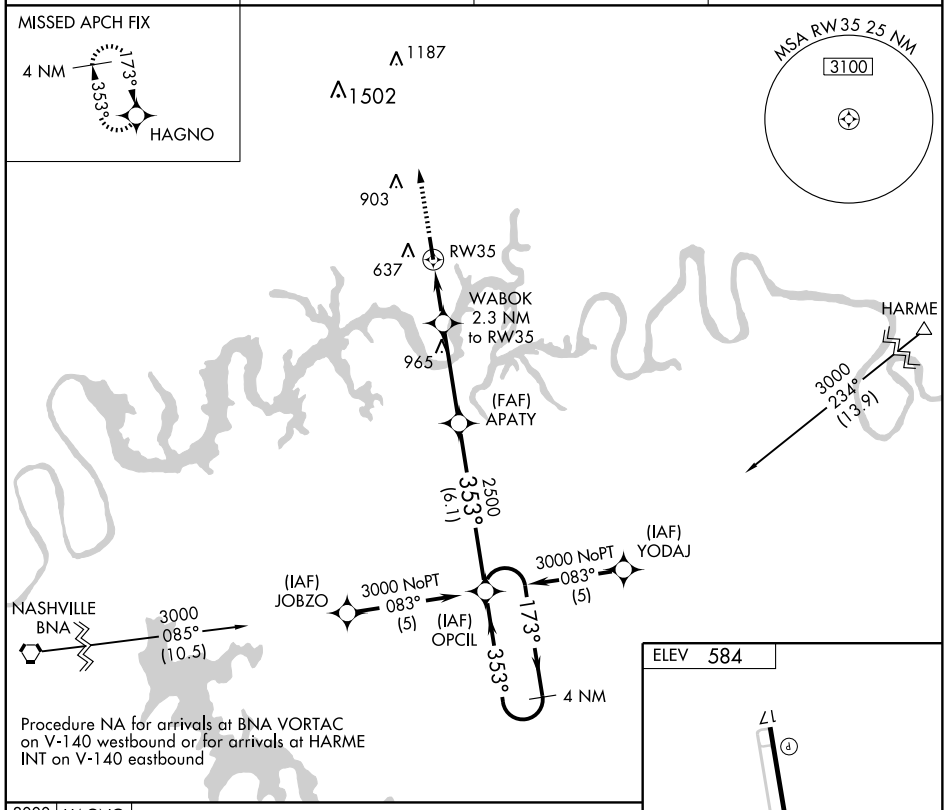
RNAV (GPS) RWY 35

GALLATIN/SUMNER COUNTY RGNL (M33)

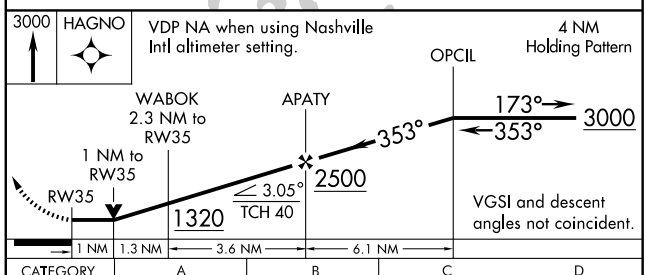
T A NA — If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 60 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HAGNO WP and hold.

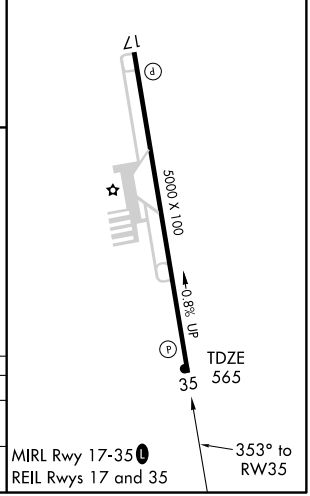
AWOS-3	NASHVILLE APP CON	GCO	UNICOM
132.725	118.4 360.7	135.075	123.05 (CTAF) L



Procedure NA for arrivals at BNA VORTAC on V-140 westbound or for arrivals at HARME INT on V-140 eastbound



CATEGORY	A	B	C	D
LNAV MDA	940-1 375 (400-1)			940-1¼ 375 (400-1¼)
CIRCLING	1140-1 556 (600-1)		1140-1½ 556 (600-1½)	1240-2 656 (700-2)



VORTAC BNA	APP CRS	Rwy ldg	N/A
114.1	045°	TDZE	N/A
Chan 88		Apt Elev	584

VOR/DME-A

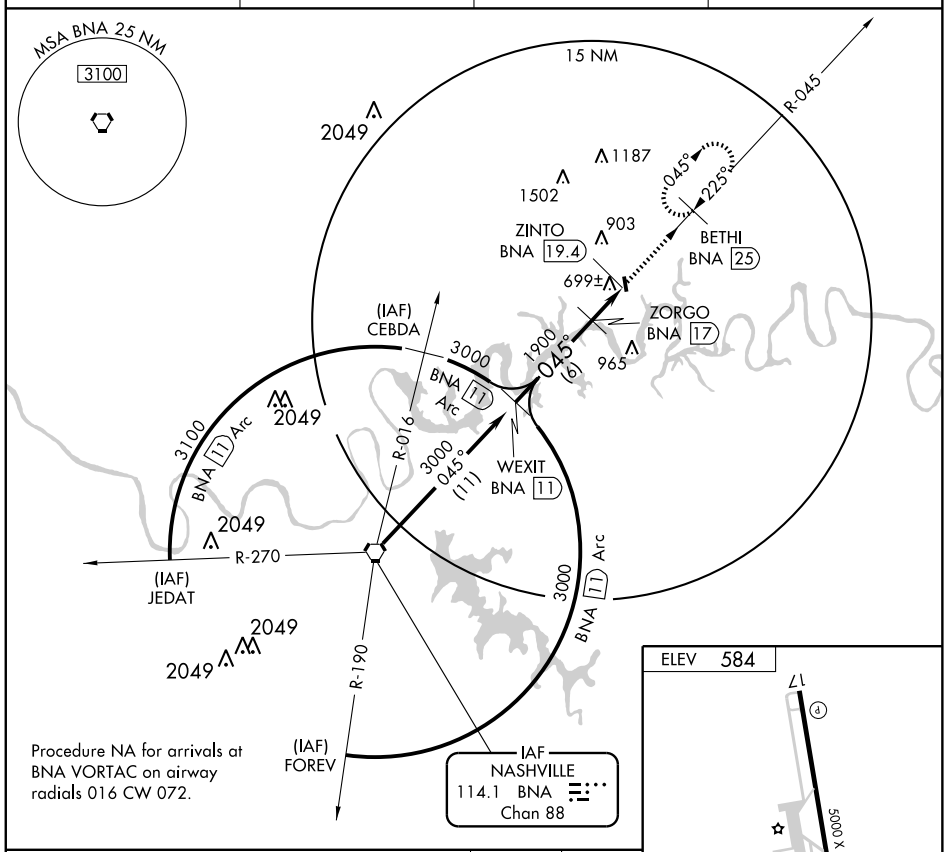
GALLATIN/ SUMNER COUNTY RGNL (M33)

If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 60 feet.

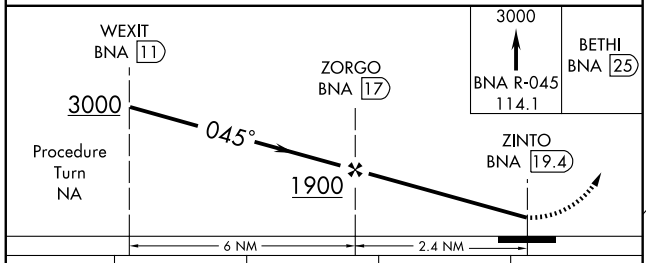
NA

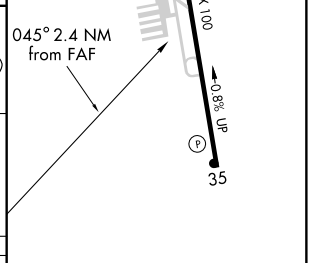
MISSED APPROACH: Climb to 3000 via BNA VORTAC 045° radial to BETHI/ 25 DME and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
132.725	118.4 360.7	135.075	123.05 (CTAF) L



Procedure NA for arrivals at BNA VORTAC on airway radials 016 CW 072.





CATEGORY	A	B	C	D
CIRCLING	1140-1 556 (600-1)		1140-1½ 556 (600-1½)	1240-2 656 (700-2)

MIRL Rwy 17-35 L
REIL Rwys 17 and 35

SE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-GCY	APP CRS	Rwy ldg	6302
108.5	051°	TDZE	1604
		Apt Elev	1608

LOC RWY 5

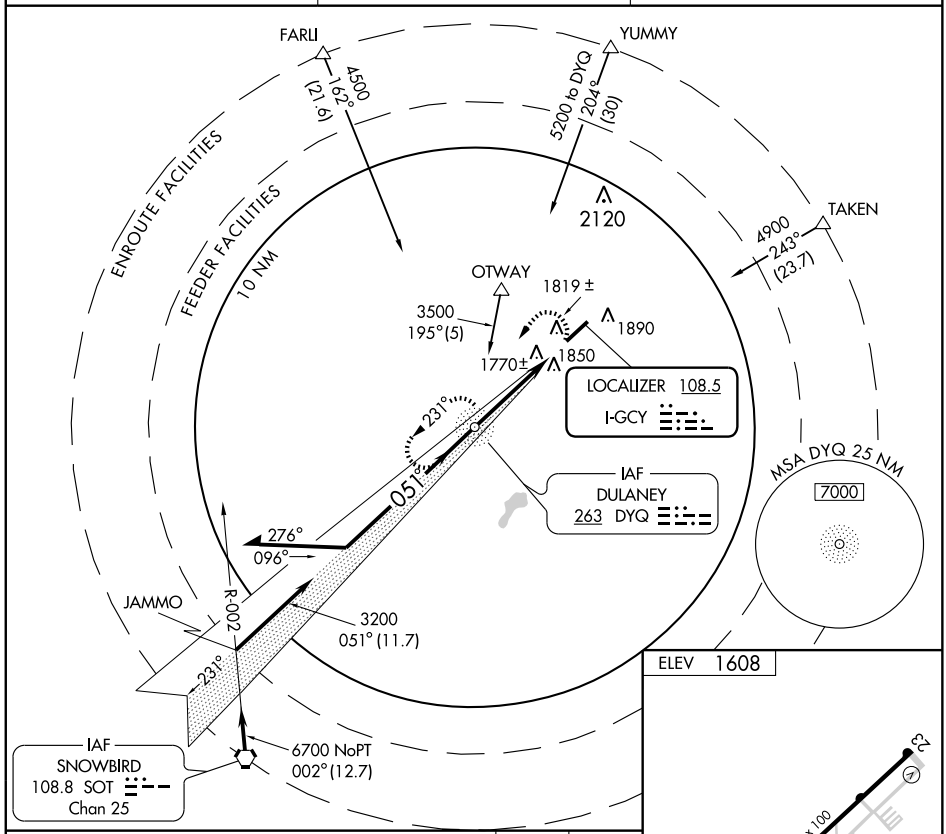
GREENEVILLE-GREENE COUNTY MUNI (GCY)

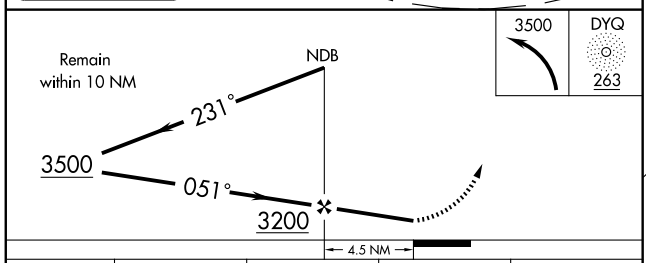
NA

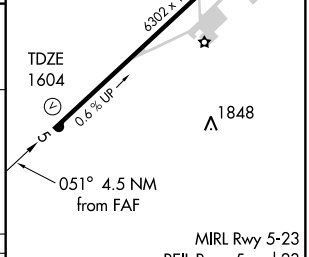
If local altimeter not received use Tri-Cities Rgnl altimeter setting and increase all MDAs 120 feet. ADF REQUIRED

MISSED APPROACH: Climbing left turn to 3500 direct DYQ NDB and hold.

AWOS-3	TRI-CITY APP CON★	UNICOM
128.425	119.25 317.5	122.7 (CTAF)







CATEGORY	A	B	C	D
S-5	2020-1	416 (500-1)	2020-1¼	416 (500-1¼)
CIRCLING	2260-1	652 (700-1)	2260-1¾ 652 (700-1¾)	2260-2 652 (700-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-1, 14 JAN 2010 to 11 FEB 2010

NDB DYQ	APP CRS	Rwy ldg	6302
263	051°	TDZE	1604
		Apt Elev	1608

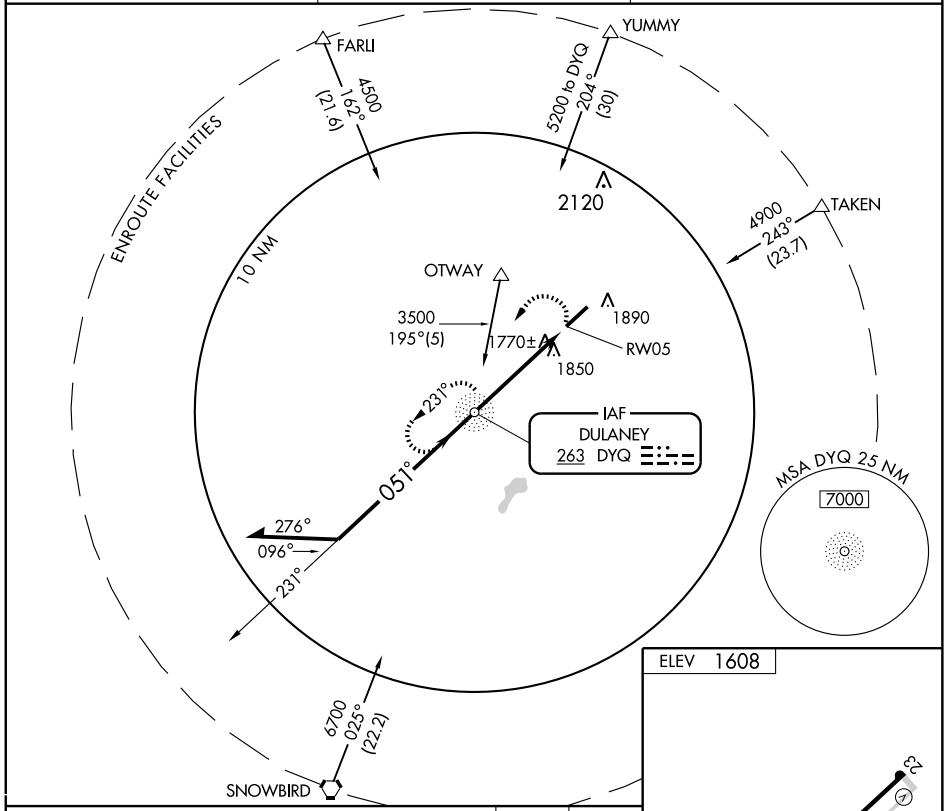
NDB or GPS RWY 5

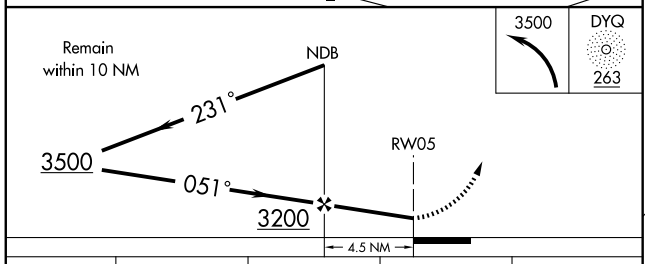
GREENEVILLE-GREENE COUNTY MUNI (GCY)

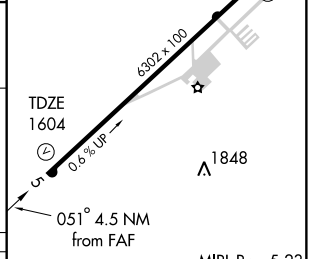
NA — If local altimeter not received use Tri-Cities Rgnl altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 3500 direct DYQ NDB and hold.

AWOS-3	TRI-CITY APP CON★	UNICOM
128.425	119.25 317.5	122.7 (CTAF)







MIRL Rwy 5-23
REIL Rwys 5 and 23

CATEGORY	A	B	C	D
S-5	2160-1	556 (600-1)	2160-1½ 556 (600-1½)	2160-1¾ 556 (600-1¾)
CIRCLING	2260-1	652 (700-1)	2260-1¾ 652 (700-1¾)	2260-2 652 (700-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-1. 14 JAN 2010 to 11 FEB 2010

NDB JHG	APP CRS	Rwy ldg	4000
257	019°	TDZE	966
		Apt Elev	972

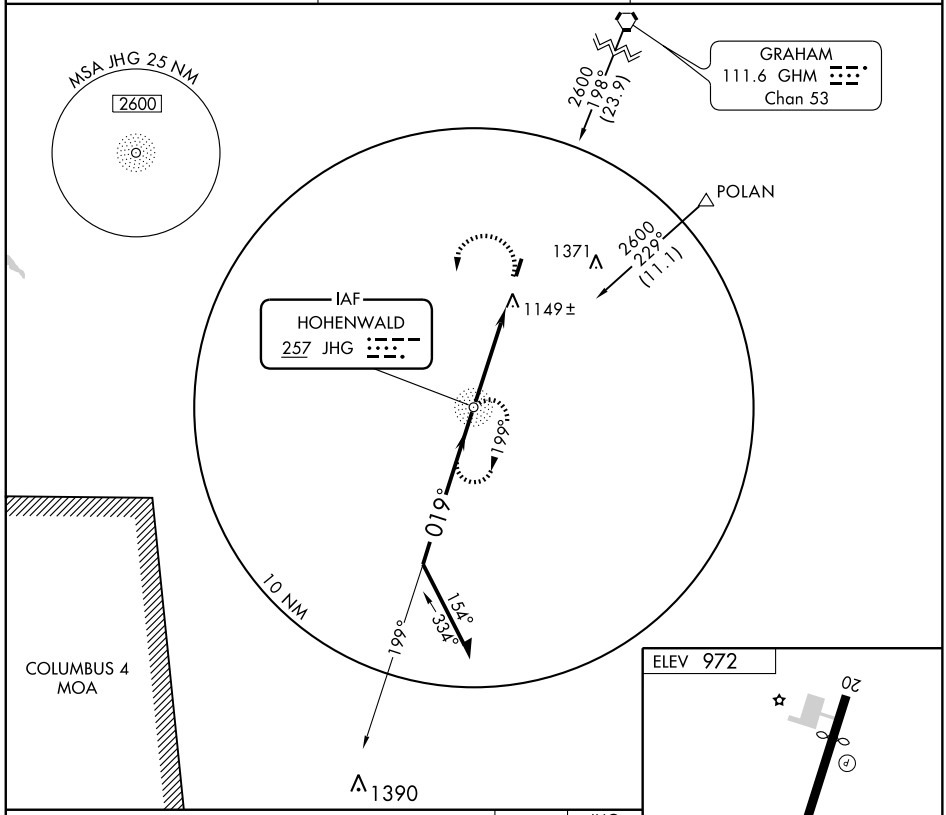
NDB RWY 2

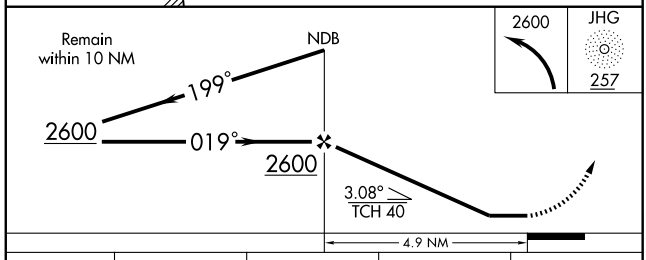
HOHENWALD/JOHN A BAKER FIELD (0M3)

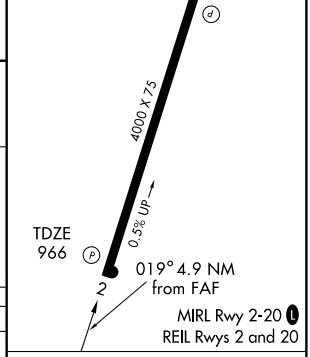
NA Use Lawrenceburg-Lawrence County altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 direct JHG NDB and hold.

LAWRENCEBURG AWOS-3	MEMPHIS CENTER	UNICOM
120.175	125.85 379.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	1520-1 554 (600-1)		1520-1½ 554 (600-1½)	NA
CIRCLING	1520-1 548 (600-1)		1520-1½ 548 (600-1½)	NA

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4000
019°	TDZE	966
	Apt Elev	972

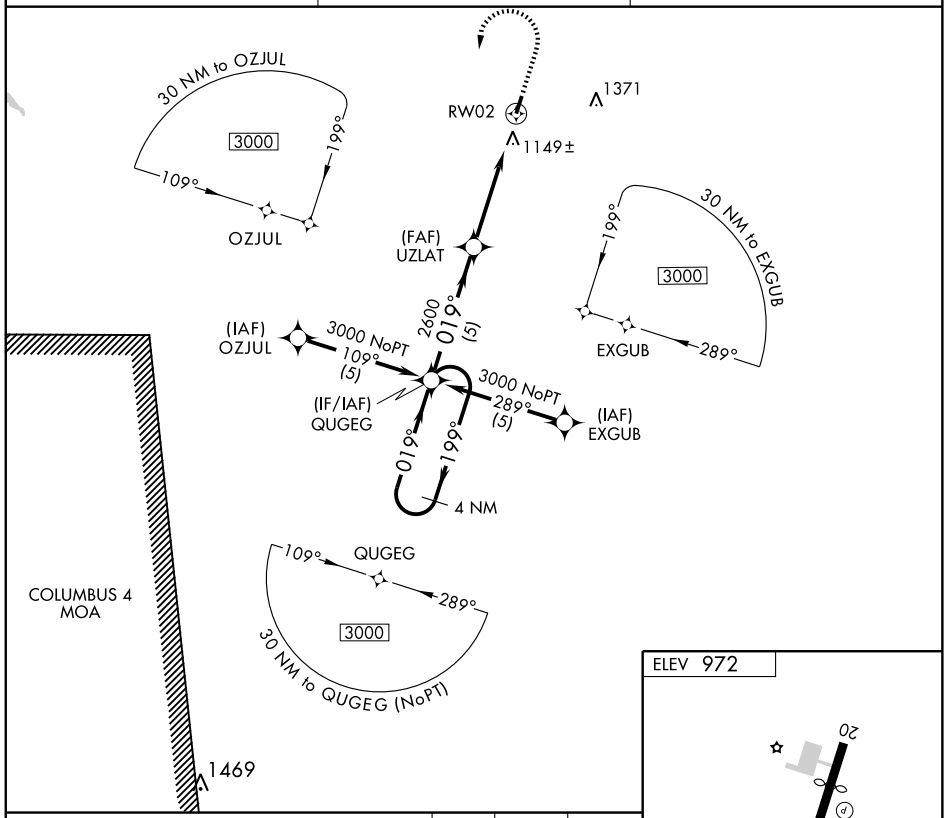
RNAV (GPS) RWY 2

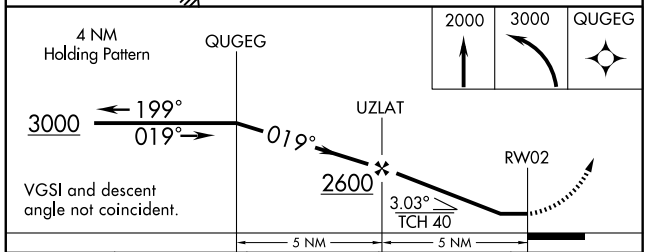
HOHENWALD/ JOHN A. BAKER FIELD (0M3)

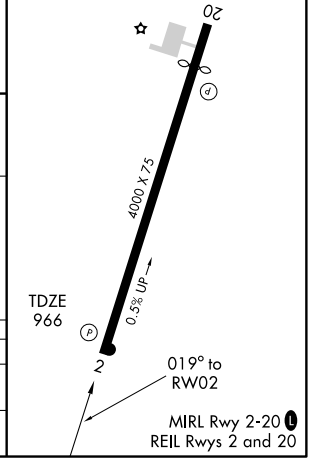
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Lawrenceburg-Lawrence County altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct QUGEG WP and hold.

LAWRENCEBURG AWOS-3	MEMPHIS CENTER	UNICOM
120.175	125.85 379.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV	1480-1 514 (600-1)		1480-1½ 514 (600-1½)	NA
CIRCLING	1520-1 548 (600-1)		1520-1½ 548 (600-1½)	NA

SE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC DYR	APP CRS	Rwy ldg	N/A
116.8	118°	TDZE	N/A
Chan 115		Apt Elev	421

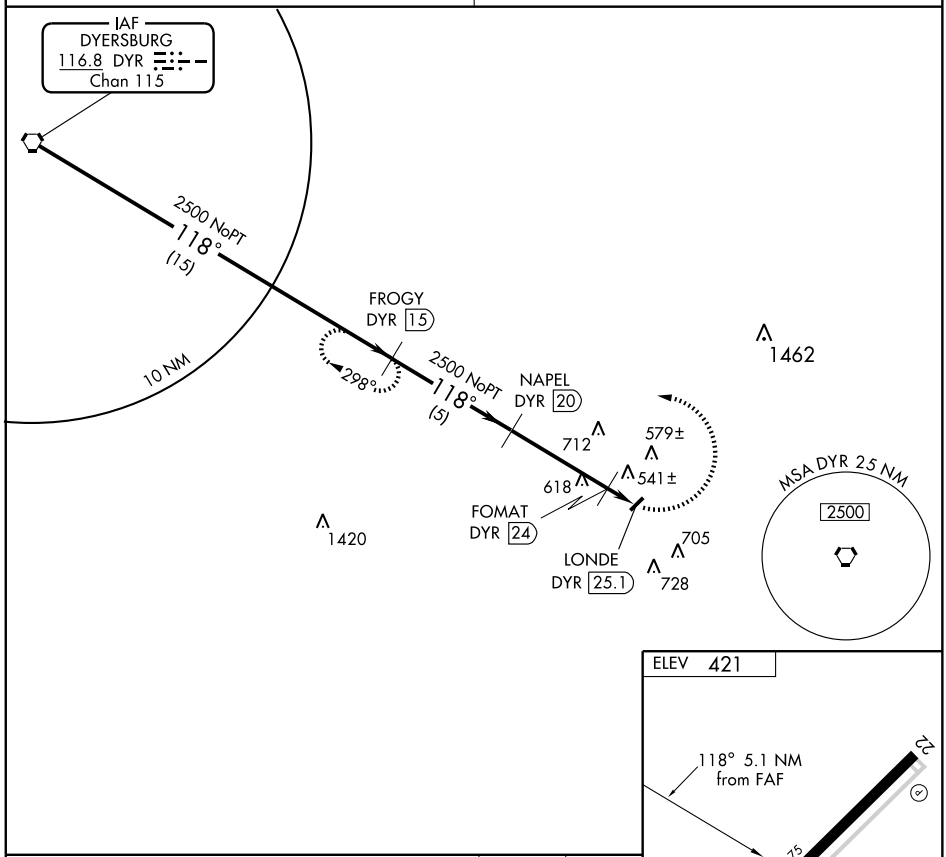
VOR/DME-A
HUMBOLDT MUNI (M53)

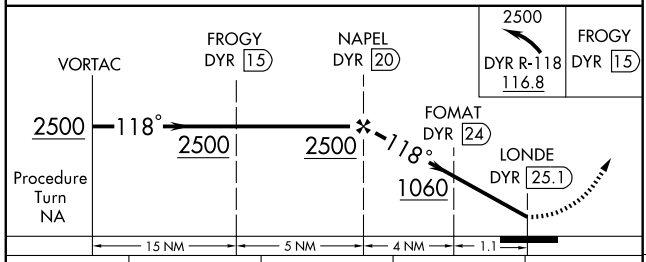
NA

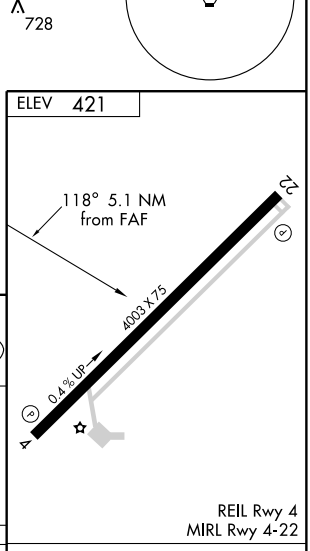
Use Jackson altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via DYR R-118 to FROGY 15 DME and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	900-1 479 (500-1)	920-1¼ 499 (500-1¼)	920-1½ 499 (500-1½)	1060-2 639 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5507
192°	TDZE	496
	Apt Elev	496

GPS RWY 19

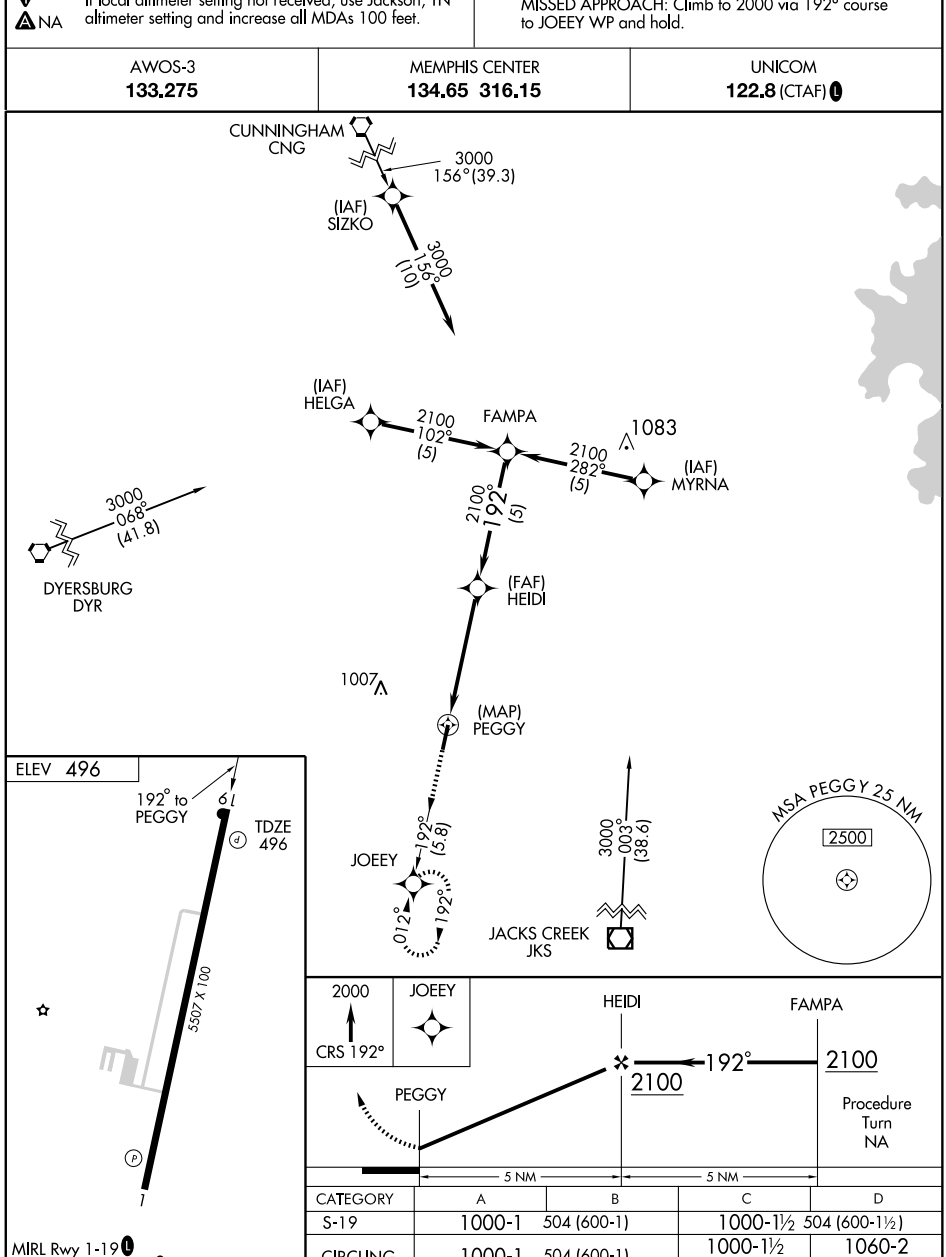
HUNTINGDON/CARROLL COUNTY (HZD)

NA

If local altimeter setting not received, use Jackson, TN altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 via 192° course to JOEEY WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.275	134.65 316.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-19	1000-1	504 (600-1)	1000-1½	504 (600-1½)
CIRCLING	1000-1	504 (600-1)	1000-1½ 504 (600-1½)	1060-2 564 (600-2)

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

SE-1. 14 JAN 2010 to 11 FEB 2010

NDB HZD	APP CRS	Rwy ldg	5507
217	007°	TDZE	493
		Apt Elev	496

NDB or GPS RWY 1

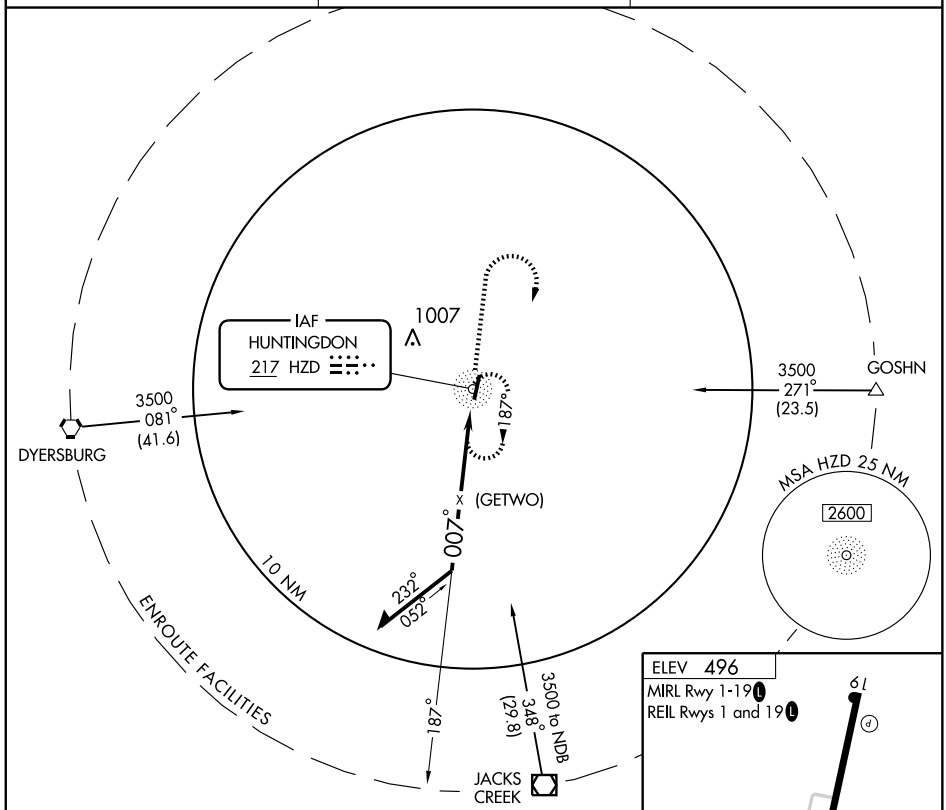
HUNTINGDON/CARROLL COUNTY (HZD)

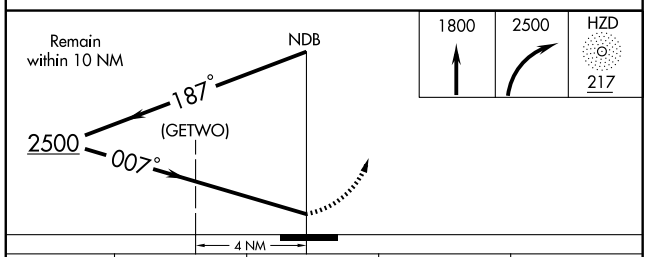
NA

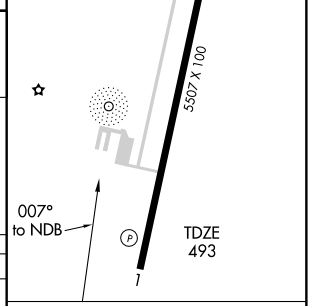
If local altimeter setting not received, use Jackson altimeter setting and increase all MDA's 100 feet.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct HZD NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.275	134.65 316.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	1200-1 707 (800-1)		1200-2 707 (800-2)	1200-2¼ 707 (800-2¼)
CIRCLING	1200-1 704 (800-1)		1200-2 704 (800-2)	1200-2¼ 704 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

APP CRS	Rwy ldg	4000
242°	TDZE	1180
	Apt Elev	1180

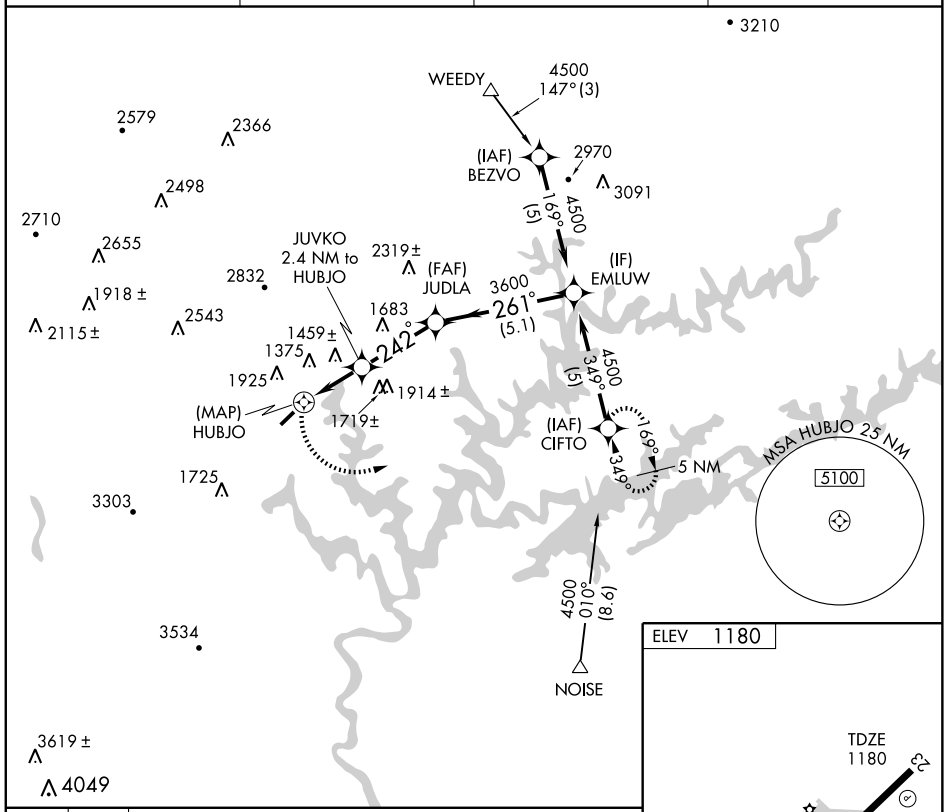
RNAV (GPS) RWY 23
JACKSBORO/CAMPBELL COUNTY (JAU)

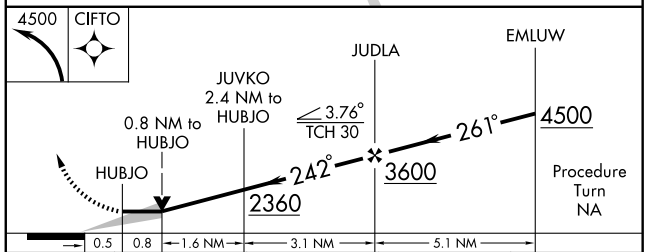
NA

DME/DME RNP-0.3 NA. Circling NA at night.
VDP NA when using McGhee-Tyson altimeter setting.
If local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDAs 120 feet.
Circling NA Northwest of Rwys 5 and 23.

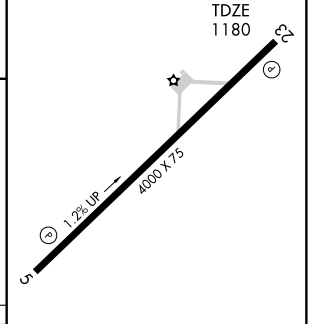
MISSED APPROACH: Climbing left turn to 4500 direct CIFTO and hold, continue climb-in-hold to 4500.

AWOS-3	ATLANTA CENTER	GCO	UNICOM
124.975	133.6 254.3	121.725	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1720-1 540 (600-1)		NA	
CIRCLING	1800-1 620 (700-1)	1840-1 660 (700-1)	NA	



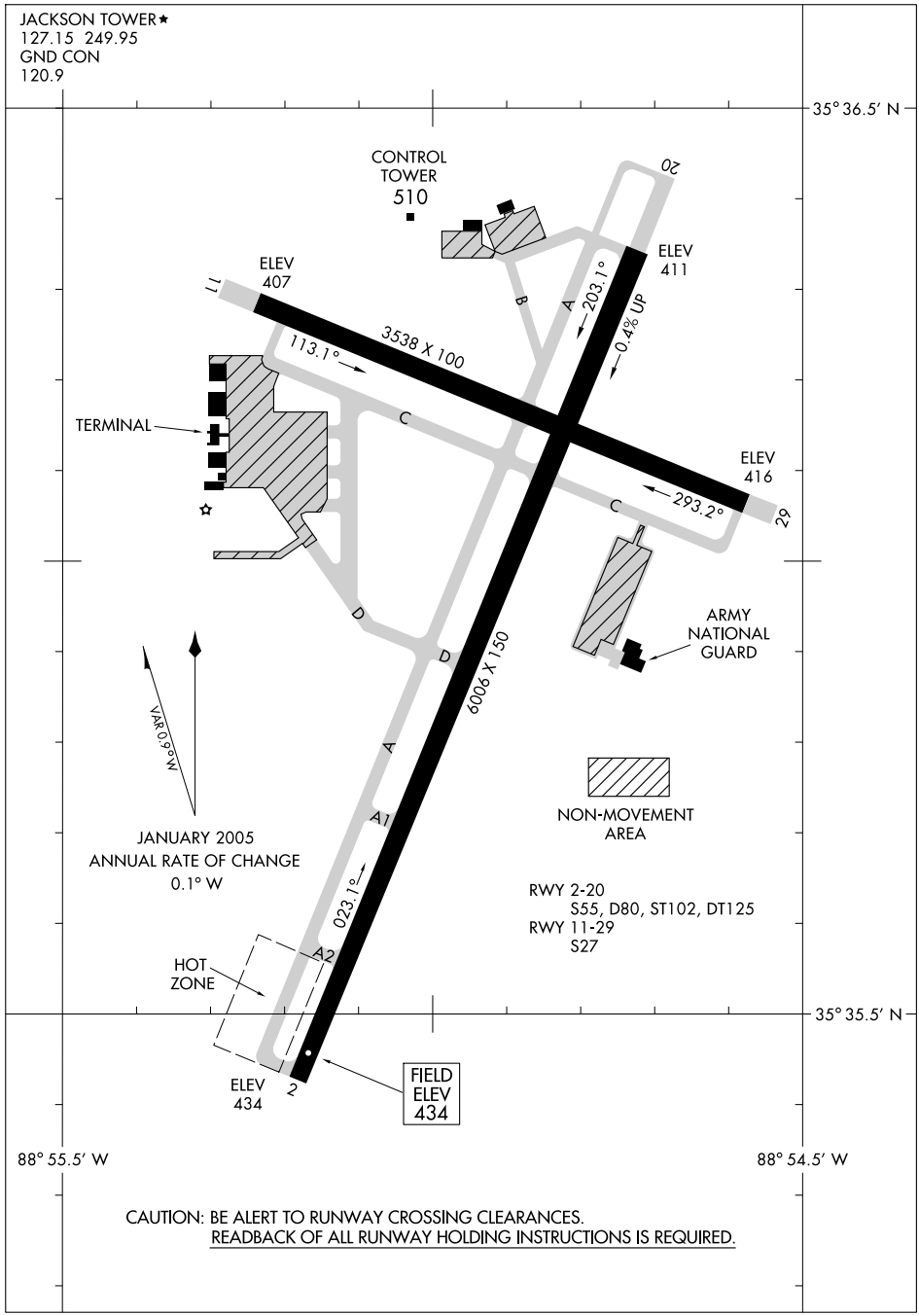
MIRL Rwy 5-23
REIL Rwys 5 and 23

08325

AIRPORT DIAGRAM

AL-5062 (FAA)

JACKSON/McKELLAR-SIPES RGNL (MKL)
JACKSON, TENNESSEE



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-1, 14 JAN 2010 to 11 FEB 2010

LOC I-MKL	APP CRS	Rwy ldg	6006
109.1	023°	TDZE	434
		Apt Elev	434

ILS or LOC RWY 2

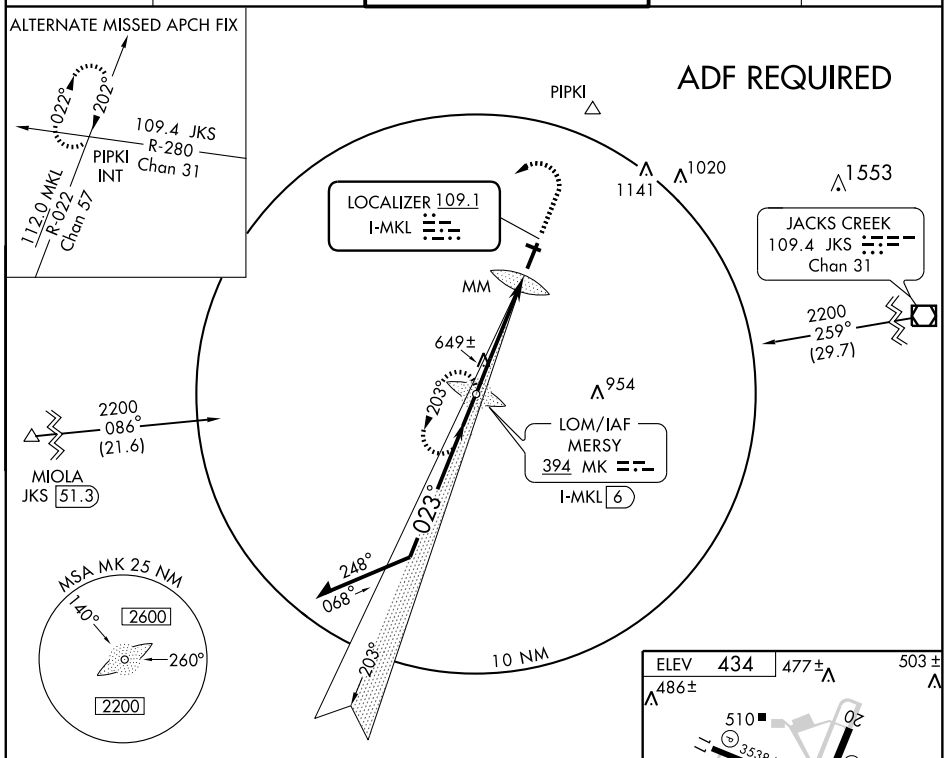
JACKSON/MCKELLAR-SIPES RGNL (MKL)

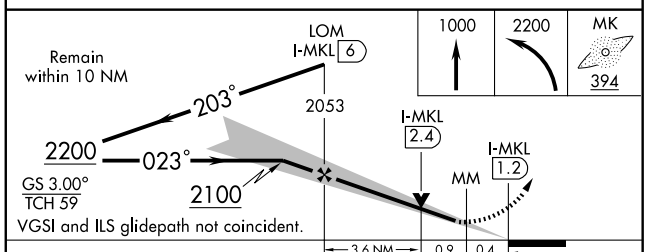
ADF REQUIRED. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet; all MDA 100 feet, and increase S-LOC 2 Cat. C and D visibility ¼ mile. When using Dyersburg altimeter setting; for inoperative MALSR, increase S-ILS 2 all Cats. visibility to 1 mile.

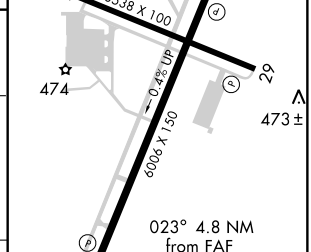
MALSR A5

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct MK LOM and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) 249.95	120.9	122.95







CATEGORY	A	B	C	D
S-ILS 2	634-½ 200 (200-½)			
S-LOC 2	900-½ 466 (500-½)		900-¾ 466 (500-¾)	900-1 466 (500-1)
CIRCLING	900-1 466 (500-1)		900-1½ 466 (500-1½)	1000-2 566 (600-2)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 93511 W02A	APP CRS 023°	Rwy ldg 6006 TDZE 434 Apt Elev 434

RNAV (GPS) RWY 2

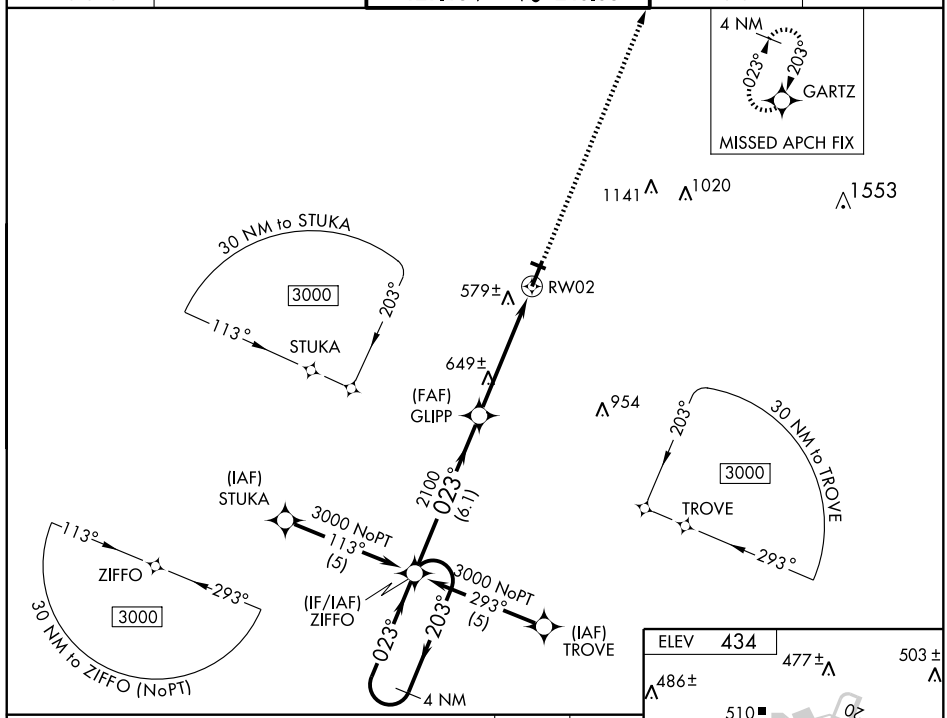
JACKSON/MCKELLAR-SIPES RGNL (MKL)

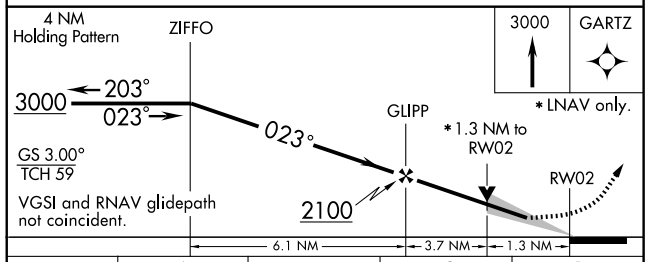
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; increase LNAV/VNAV all Cats. visibility ½ mile, and LNAV Cat. C and D visibility ¼ mile. For inoperative MALSR when using Dyersburg altimeter setting, increase LPV all Cats. visibility to 1 mile. VDP and Baro-VNAV NA when using Dyersburg altimeter setting.

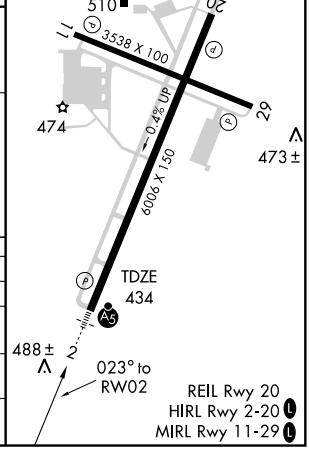
MALSR

MISSED APPROACH: Climb to 3000 direct GARTZ and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) L 249.95	120.9	122.95







CATEGORY	A	B	C	D
LPV DA	634-½ 200 (200-½)			
LNAV/VNAV DA	887-1 453 (500-1)			
LNAV MDA	900-½ 466 (500-½)		900-¾ 466 (500-¾)	900-1 466 (500-1)
CIRCLING	900-1 466 (500-1)		900-1½ 466 (500-1½)	1000-2 566 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 40312 W20A	APP CRS 203°	Rwy ldg 6006 TDZE 418 Apt Elev 434

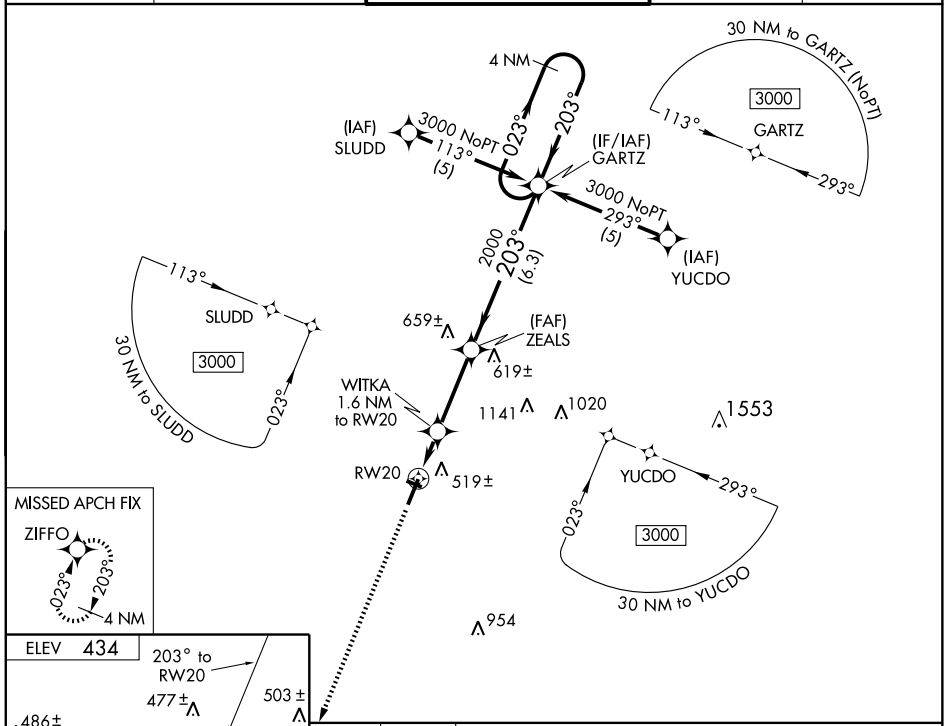
RNAV (GPS) RWY 20

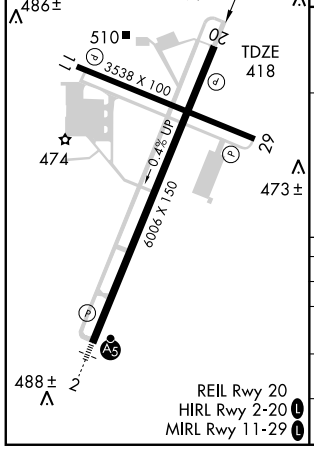
JACKSON/MCKELLAR-SIPES RGNL (MKL)

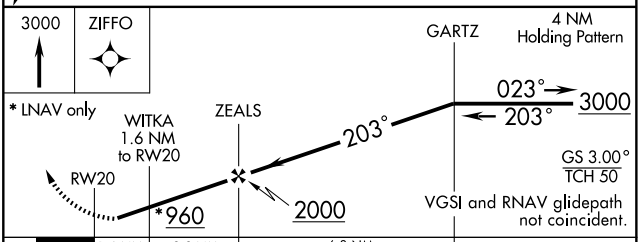
T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; and increase LPV all Cats. visibility ½ mile, LNAV/VNAV ¼ mile, LNAV Cat. C and D ¼ mile.

MISSED APPROACH: Climb to 3000 direct ZIFFO and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) L 249.95	120.9	122.95







CATEGORY	A	B	C	D
LPV DA	710-1 292 (300-1)			
LNAV/VNAV DA	818-1½ 400 (400-1½)			
LNAV MDA	780-1 362 (400-1)			780-1¼ 362 (400-1¼)
CIRCLING	880-1 446 (500-1)	900-1 466 (500-1)	900-1½ 466 (500-1½)	1000-2 566 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

VOR RWY 2

JACKSON/MCKELLAR-SIPES RGNL (MKL)

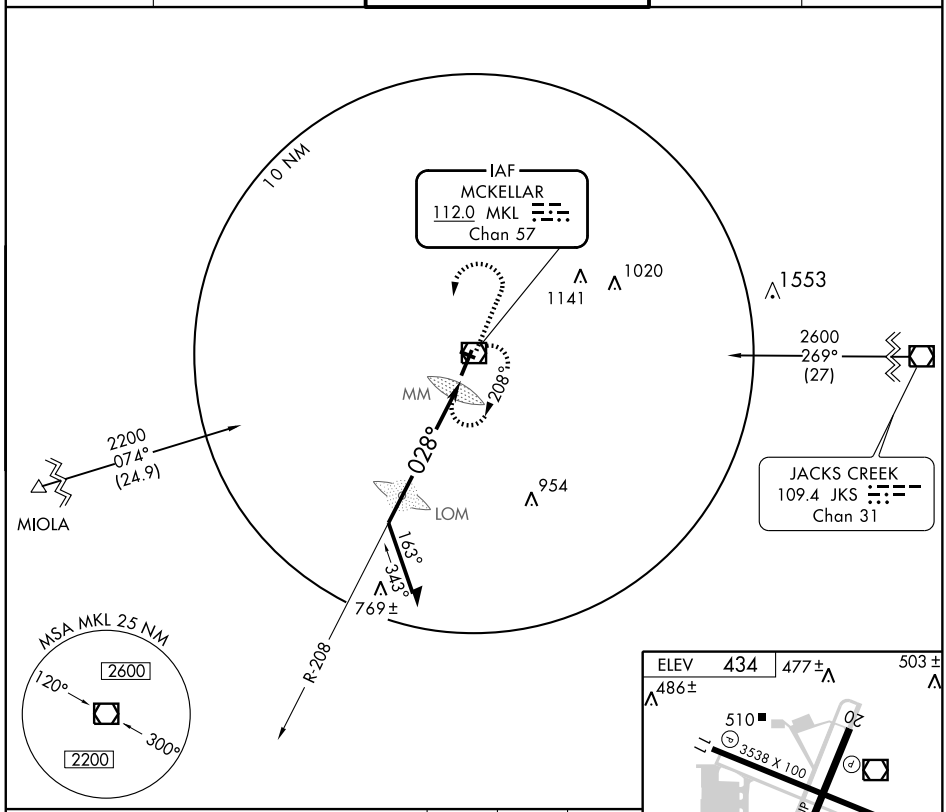
VOR/DME MKL	APP CRS	Rwy ldg	6006
112.0	028°	TDZE	434
Chan 57		Apt Elev	434

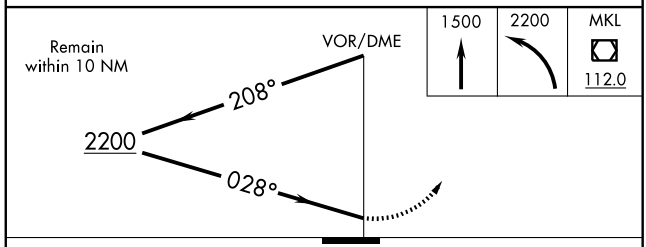
When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDA 100 feet; increase S-2 Cat. B visibility ¼ mile, and Cat. C and D visibility ½ mile.

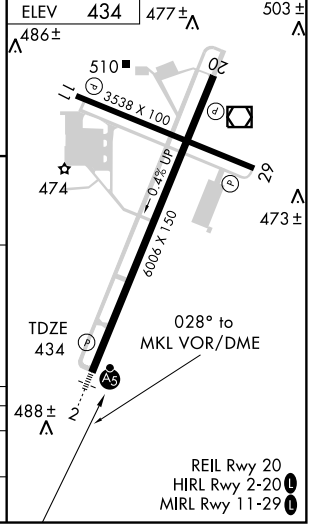
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 direct MKL VOR/DME and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) L 249.95	120.9	122.95







CATEGORY	A	B	C	D
S-2	1080-½ 646 (700-½)		1080-1¼ 646 (700-1¼)	1080-1½ 646 (700-1½)
CIRCLING	1080-1 646 (700-1)		1080-1¾ 646 (700-1¾)	1080-2 646 (700-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

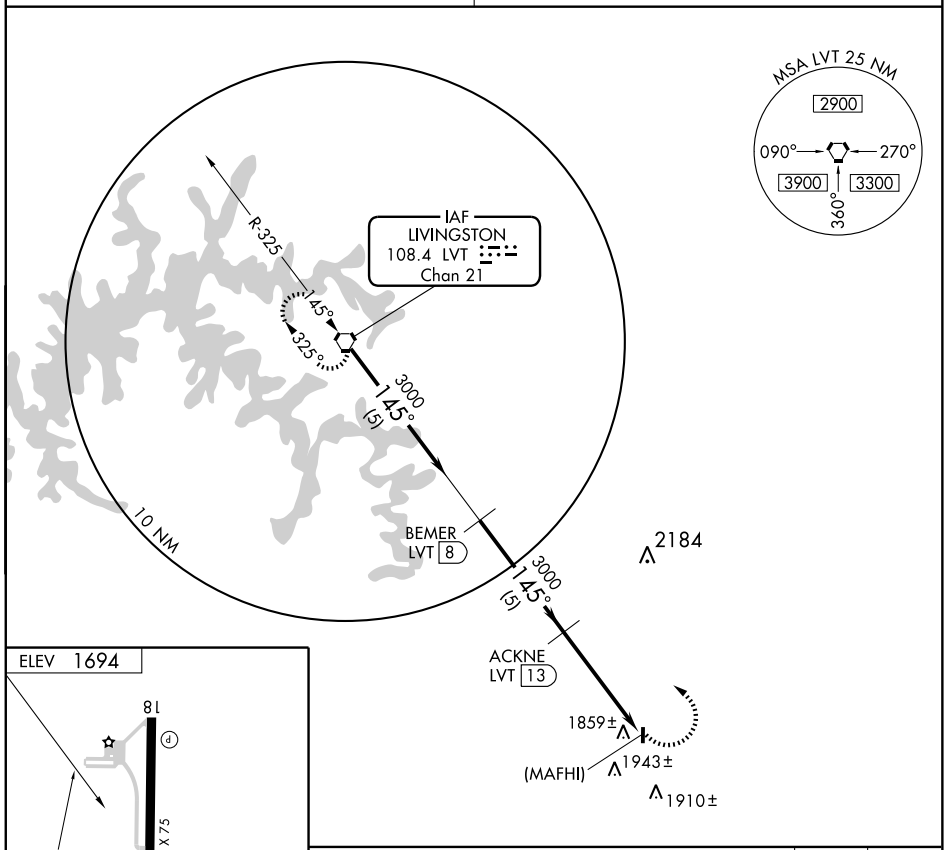
VORTAC LVT 108.4 Chan 21	APP CRS 145°	Rwy ldg N/A TDZE N/A Apt Elev 1694

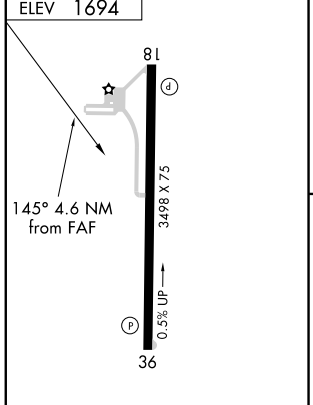
VOR/DME or GPS-A
JAMESTOWN MUNI (2A1)

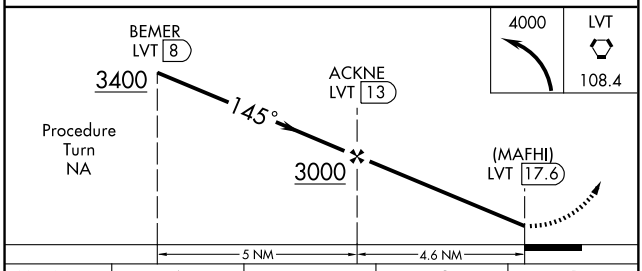
Obtain local altimeter setting on UNICOM 122.8; when not available, procedure not authorized.

MISSED APPROACH: Climbing left turn to 4000 direct to LVT VORTAC and hold.

INDIANAPOLIS CENTER	UNICOM
124.625 371.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2700-1¼ 1006 (1100-1¼)	2700-1½ 1006 (1100-1½)	2700-3 1006 (1100-3)	NA

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NDB APT	APP CRS	Rwy ldg	3500
382	047°	TDZE	641
		Apt Elev	641

NDB RWY 4

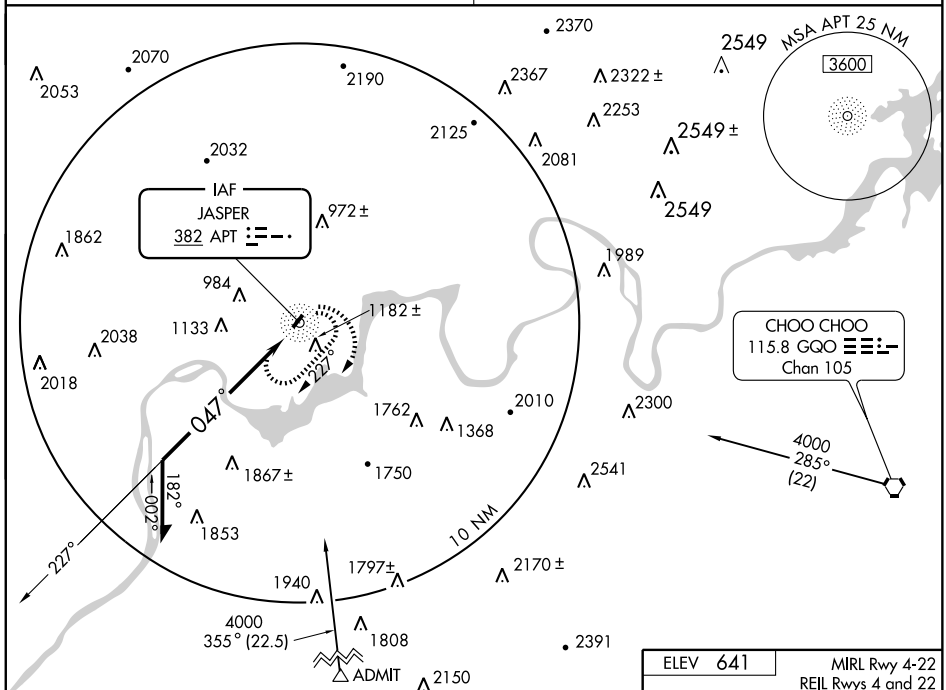
JASPER/ MARION COUNTY-BROWN FIELD (APT)

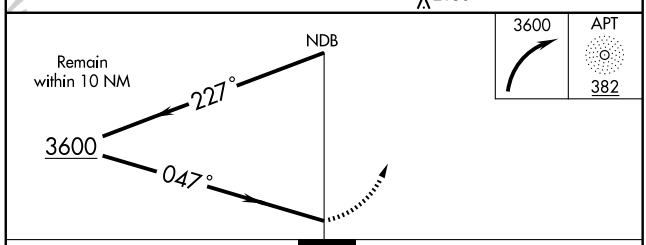
Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting.

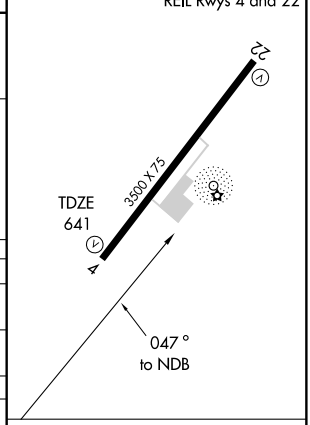
NA

MISSED APPROACH: Climbing right turn to 3600 in APT NDB holding pattern.

CHATTANOOGA APP CON ★	UNICOM
119.2 323.075	122.8 (CTAF)







CATEGORY	A	B	C	D
S-4	2280-1¼ 1639 (1700-1¼)	2280-1½ 1639 (1700-1½)	2280-3 1639 (1700-3)	NA
CIRCLING	2280-1¼ 1639 (1700-1¼)	2280-1½ 1639 (1700-1½)	2280-3 1639 (1700-3)	NA
CHATTANOOGA ALTIMETER SETTING MINIMUMS				
S-4	2320-1¼ 1679 (1700-1¼)	2320-1½ 1679 (1700-1½)	2320-3 1679 (1700-3)	NA
CIRCLING	2320-1¼ 1679 (1700-1¼)	2320-1½ 1679 (1700-1½)	2320-3 1679 (1700-3)	NA

Knots	60	90	120	150	180
Min:Sec					

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3500
025°	TDZE	641
	Apt Elev	641

RNAV (GPS) RWY 4

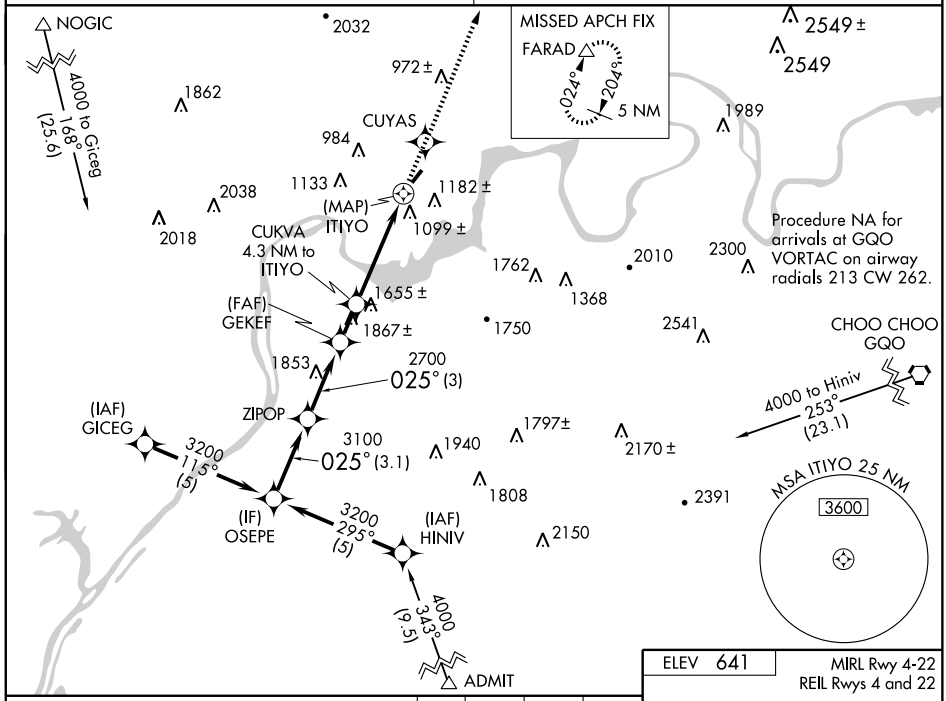
JASPER/ MARION COUNTY-BROWN FIELD (APT)

NA

Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting. VDP NA with Chattanooga altimeter setting. DME/DME RNP-0.3 NA.

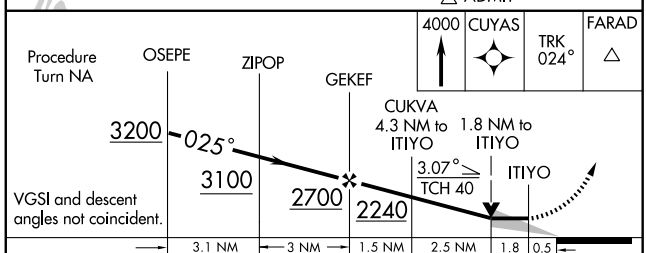
MISSED APPROACH: Climb to 4000 direct CUYAS and via 024° track to FARAD and hold.

CHATTANOOGA APP CON ★	UNICOM
119.2 323.075	122.8 (CTAF)

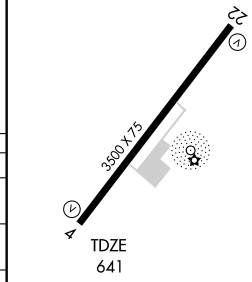


ELEV 641

MIRL Rwy 4-22
REIL Rwys 4 and 22



CATEGORY	A	B	C	D
LNAV MDA	1500-1 859 (900-1)	1500-1¼ 859 (900-1¼)	1500-2½ 859 (900-2½)	NA
CIRCLING	1560-1¼ 919 (1000-1¼)	1840-1½ 1199 (1200-1½)	1860-3 1219 (1300-3)	NA
CHATTANOOGA ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1¼ 899 (900-1¼)		1540-2¾ 899 (900-2¾)	NA
CIRCLING	1620-1¼ 979 (1000-1¼)	1900-1½ 1259 (1300-1½)	1920-3 1279 (1300-3)	NA



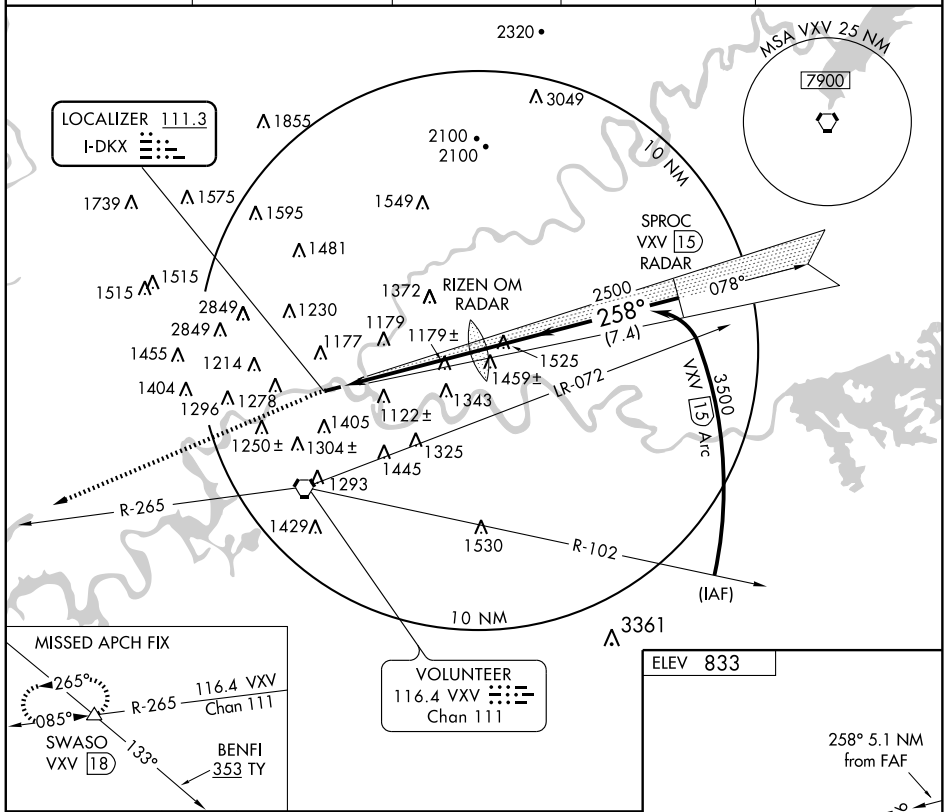
LOC I-DKX	APP CRS	Rwy ldg	3499
111.3	258°	TDZE	833
		Apt Elev	833

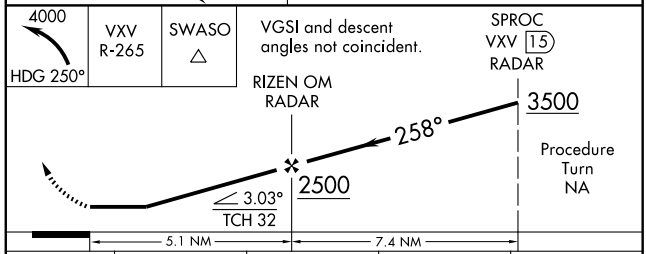
LOC RWY 26
KNOXVILLE DOWNTOWN ISLAND (DKX)

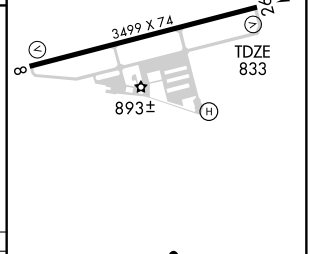
DME or RADAR REQUIRED.
NA
If local altimeter setting not received use Knoxville altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 4000 via heading 250° and VXV R-265 to SWASO INT and hold.

AWOS-3	KNOXVILLE APP CON	CLNC DEL	UNICOM	CTAF
125.375	123.9 353.6	121.7	122.95	126.6 L







CATEGORY	A	B	C	D
S-26	1500-1 667 (700-1)		1500-1¾ 667 (700-1¾)	NA
CIRCLING	1600-1 767 (800-1)	1740-1¼ 907 (1000-1¼)	1740-2¾ 907 (1000-2¾)	NA

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-1. 14 JAN 2010 to 11 FEB 2010

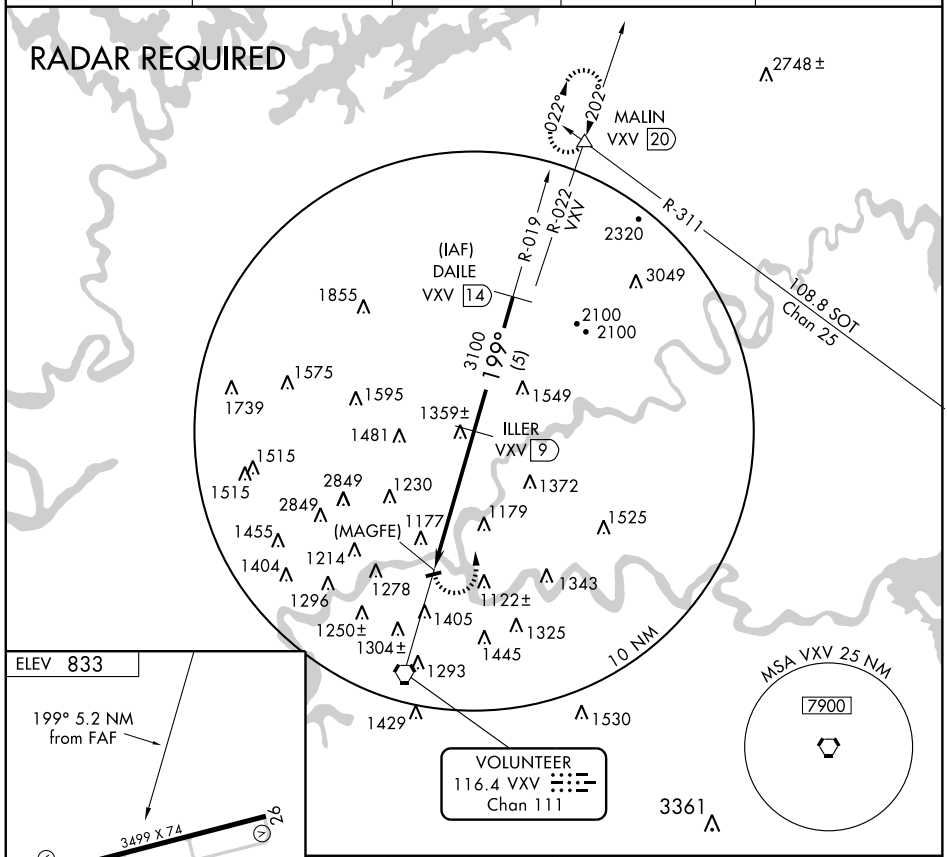
VORTAC VXV 116.4 Chan 111	APP CRS 199°	Rwy ldg 3499 TDZE N/A Apt Elev 833

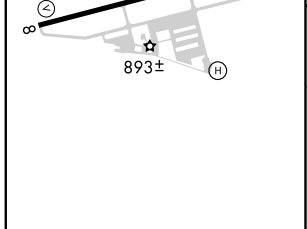
VOR/DME or GPS-B
KNOXVILLE DOWNTOWN ISLAND (DKX)

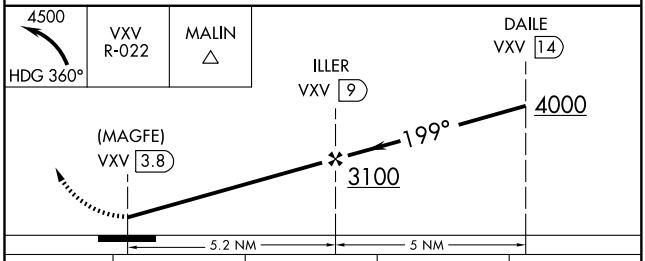
If local altimeter setting not received use Knoxville altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 4500 via heading 360° and VXV R-022 to MALIN INT/VXV 20 DME and hold.

AWOS-3	KNOXVILLE APP CON	CLNC DEL	UNICOM	CTAF
125.375	123.9 353.6	121.7	122.95	126.6 L







CATEGORY	A	B	C	D
CIRCLING	1620-1 787 (800-1)	1740-1¼ 907 (1000-1¼)	1740-2¾ 907 (1000-2¾)	NA

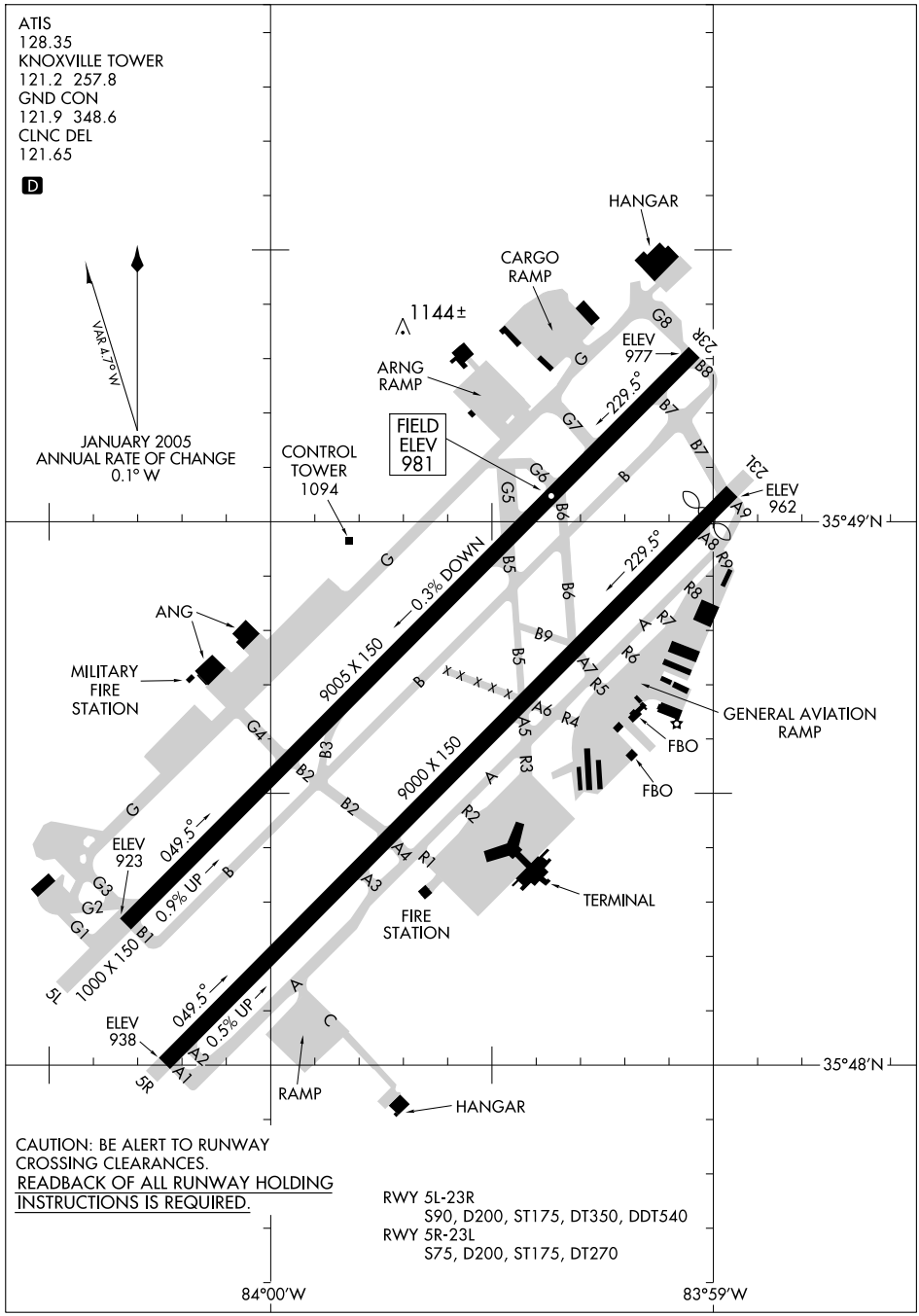
REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SE-1. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-218 (FAA)

KNOXVILLE /MCGHEE-TYSON (TYS)
KNOXVILLE, TENNESSEE



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 5L-23R
S90, D200, ST175, DT350, DDT540
RWY 5R-23L
S75, D200, ST175, DT270

SE-1, 14 JAN 2010 to 11 FEB 2010

HI-ILS or LOC RWY 5L

LOC I-TYS	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.3	048°	9008 / 953 / 981

JAL-218 [USAF] KNOXVILLE/ McGHEE TYSON (KTYS)

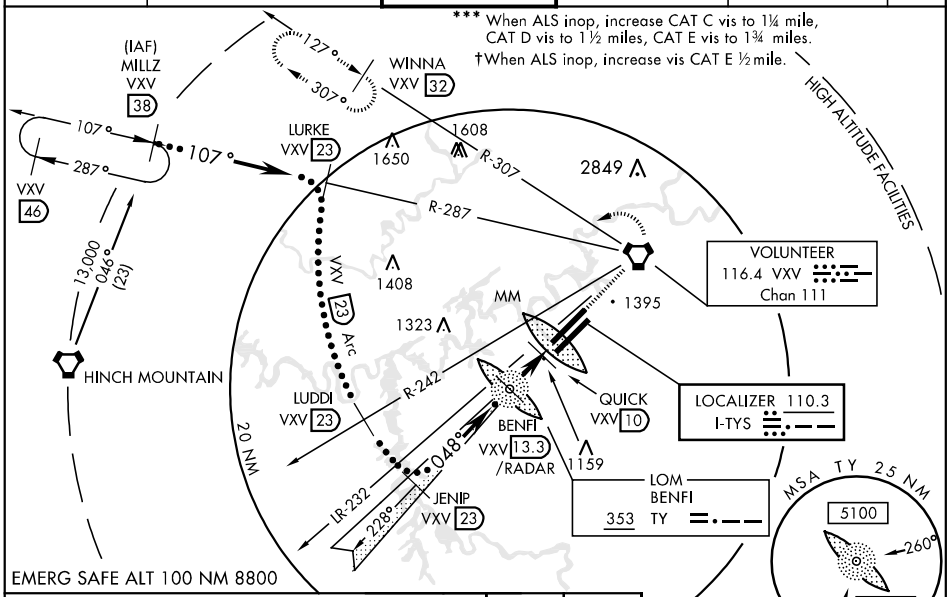
* When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1¾ mile, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

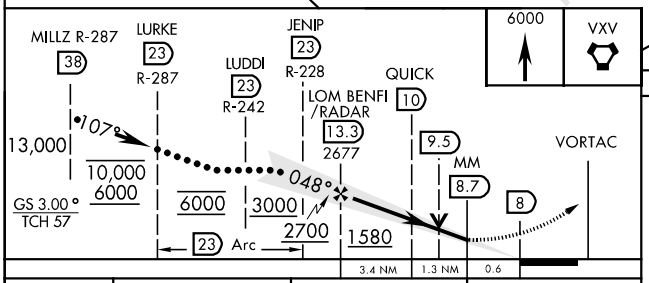
ALSF-1

MISSED APPROACH: Climb to 6000 direct to VXV VORTAC. At VXV VORTAC, turn left to via VXV R-307 to WINNA INT (VXV R-307/32 DME) and hold.

ATIS *	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL	ASR
128.35	118.0 360.8	121.2 257.8	121.9 348.6	121.65	

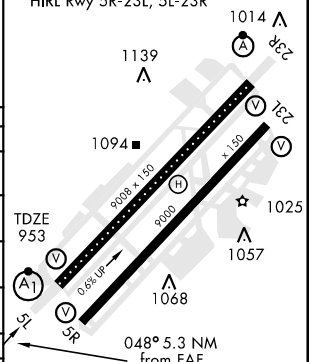
*** When ALS inop, increase CAT C vis to 1¼ mile, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
†When ALS inop, increase vis CAT E ½ mile.





ELEV 981

TDZL Rwy 23R
REIL Rwy 5R and 23L
HIRL Rwy 5R-23L, 5L-23R



CATEGORY	C	D	E
S-ILS 5L *	1153/18 200 (200-½)		1153/24 200 (200-½)
S-LOC 5L **	1580/60 627 (700-1¼)	1580-1½ 627 (700-1½)	1580-1¾ 627 (700-1¾)
CIRCLING	1580-1¾ 599 (600-1¾)	1620-2 639 (700-2)	1900-3 919 (1000-3)
S-ASR 5L †	1420/40 467 (500-¾)	1420/50 467 (500-1)	1420/60 467 (500-1¼)
QUICK FIX MINIMUMS			
S-LOC 5L ***	1420/40 467 (500-¾)	1420/50 467 (500-1)	1420/60 467 (500-1¼)
CIRCLING	1540-1½ 559 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)

FAF to MAP 5.3 NM

Knots	120	140	160	180	200
Min:Sec	2:39	2:16	1:59	1:46	1:35

HI-ILS or LOC RWY 23R

LOC I-BUI	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.7	228°	9008 / 981 / 981

JAL-218 [USAF]

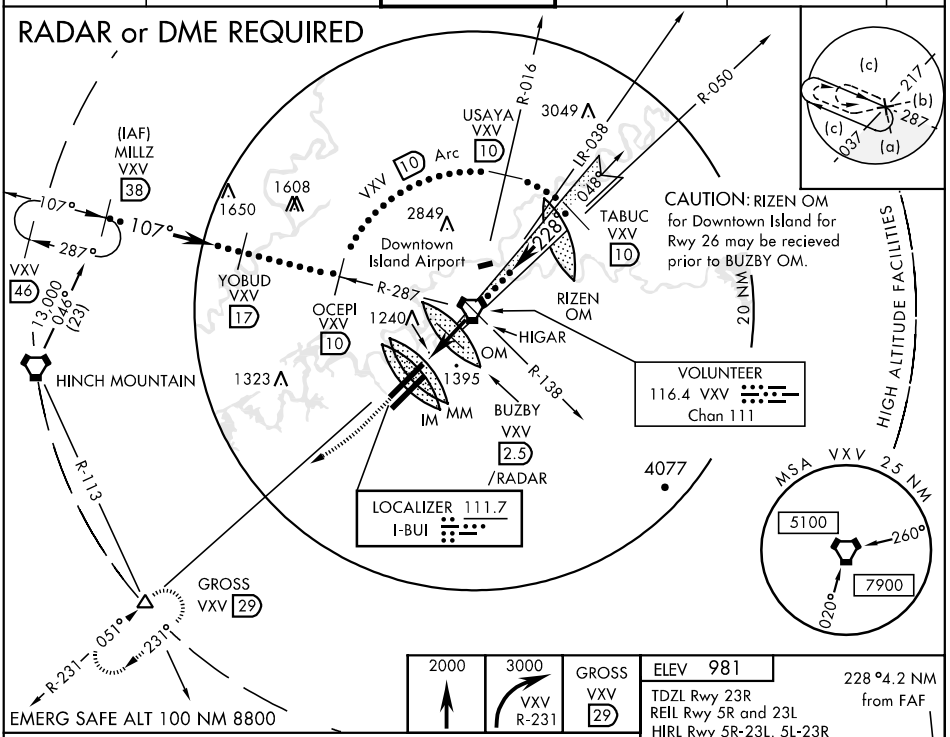
KNOXVILLE/ McGHEE TYSON (KTYS)

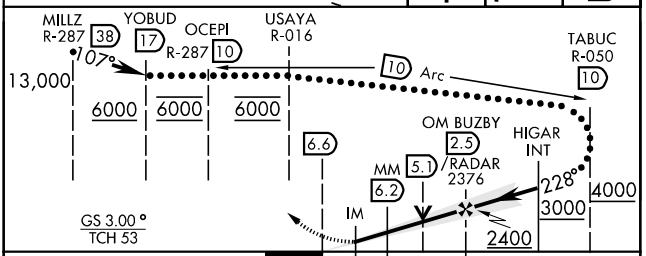
* When ALS inop, increase vis ¼ mile.
** When ALS inop, increase vis ½ mile.

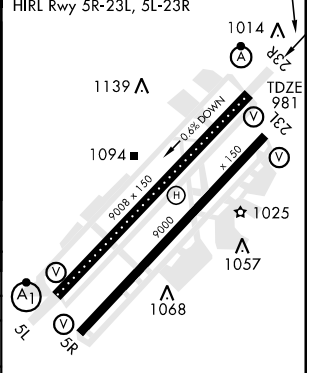
ALSF-2

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via heading 240° to intercept VXV R-231 direct GROSS Int/29 DME and hold.

ATIS *	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL	ASR
128.35	118.0 360.8	121.2 257.8	121.9 348.6	121.65	







CATEGORY	C	D	E
S-ILS 23R *	1181/18 200 (200-½)		1181/24 200 (200-½)
S-LOC 23R**	1520/50 539 (600-1)	1520/60 539 (600-1¼)	1520-1½ 539 (600-1½)
CIRCLING	1540-1½ 559 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)
S-ASR 23R	1520/50 539 (600-1)	1520/60 539 (600-1¼)	1520-1½ 539 (600-1½)

FAF to MAP 4.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

HI-VOR/DME or TACAN RWY 5L

VORTAC VXV	APCH CRS	Rwy ldg 9008
116.4	045°	TDZE 953
Chan 111		Arpt Elev 981

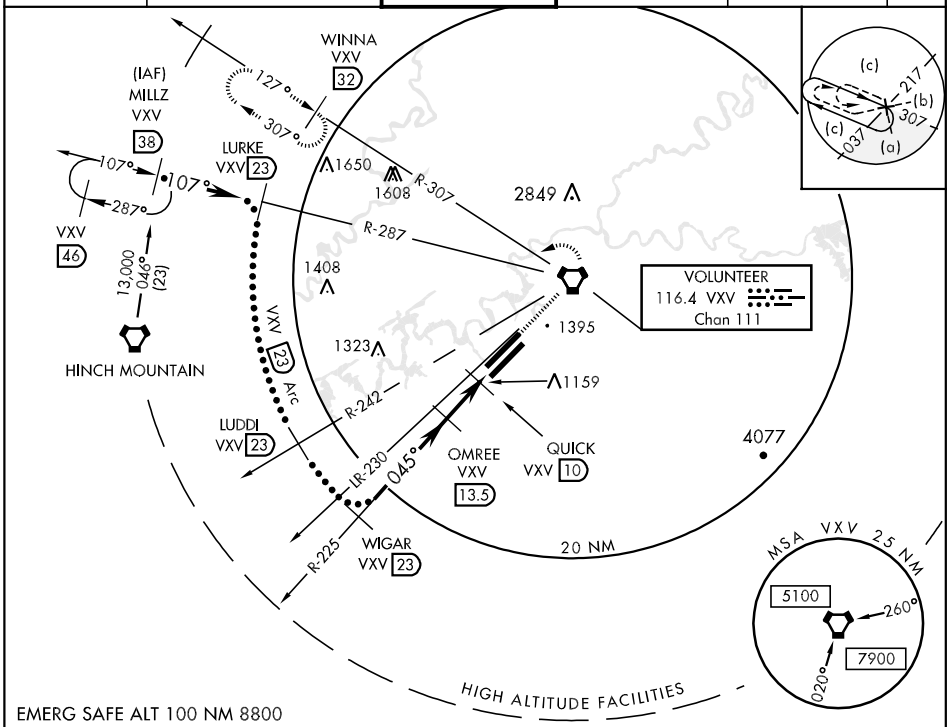
JAL-218 [USAF] KNOXVILLE/ McGHEE TYSON (KTYS)

T * When ALS inop, increase CAT C vis to 1¼ mile, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** When ALS inop, increase vis CAT E ½ mile.

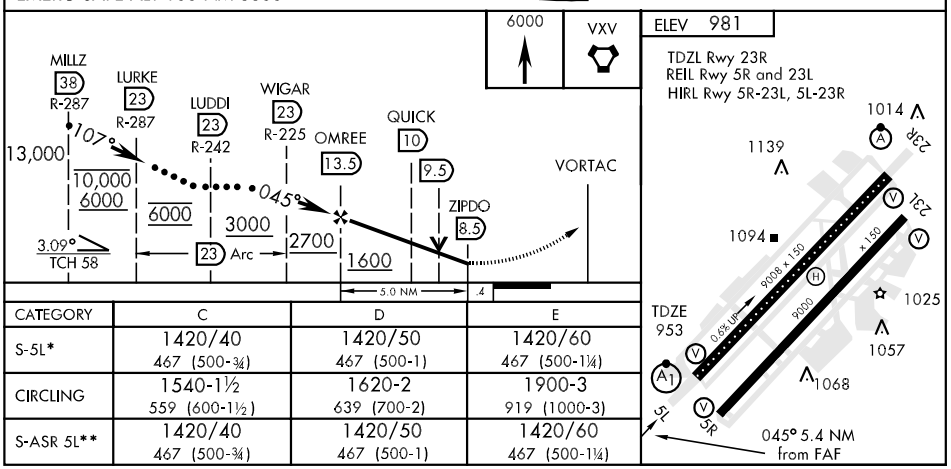
ALSF-1 A1

MISSED APPROACH: Climb to 6000 direct to VXV VORTAC. At VXV VORTAC, turn left via VXV R-307 to WINNA INT (VXV R-307/32 DME) and hold.

ATIS ★	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL	ASR
128.35	118.0 360.8	121.2 257.8	121.9 348.6	121.65	



EMERG SAFE ALT 100 NM 8800



CATEGORY	C	D	E
S-5L*	1420/40 467 (500-¾)	1420/50 467 (500-1)	1420/60 467 (500-1¼)
CIRCLING	1540-1½ 559 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)
S-ASR 5L**	1420/40 467 (500-¾)	1420/50 467 (500-1)	1420/60 467 (500-1¼)

HI-VOR/DME or TACAN RWY 23R

VORTAC VXV	APCH CRS	Rwy ldg	9008
116.4	224°	TDZE	981
Chan 111		Arpt Elev	981

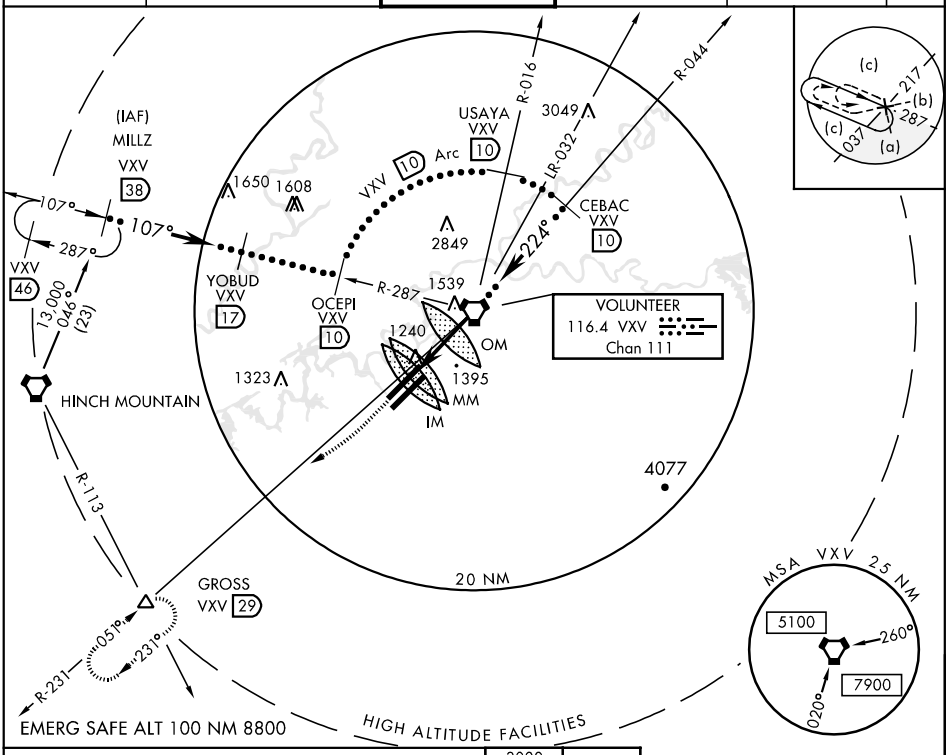
JAL-218 [USAF] KNOXVILLE/ McGHEE TYSON (KTYS)

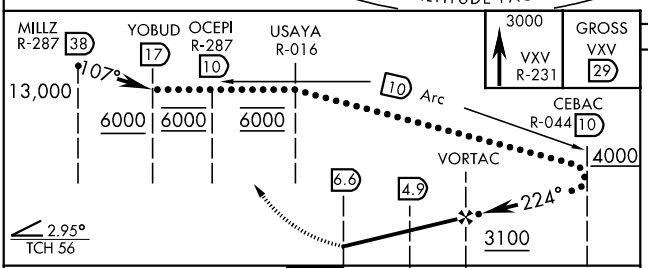
*When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-2

MISSED APPROACH: Climb to 3000 on VXV VORTAC R-231 to GROSS Int/29 DME and hold.

ATIS *	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL	ASR
128.35	118.0 360.8	121.2 257.8	121.9 348.6	121.65	

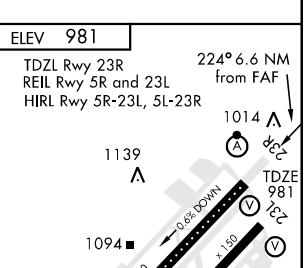




ELEV 981

TDZL Rwy 23R
REIL Rwy 5R and 23L
HIRL Rwy 5R-23L, 5L-23R

224° 6.6 NM from FAF



CATEGORY	C	D	E
S-23R*	1580/50 599 (600-1)	1580/60 599 (600-1¼)	1580-1½ 599 (600-1½)
CIRCLING	1580-1½ 599 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)
S-ASR 23R	1520/50 539 (600-1)	1520/60 539 (600-1¼)	1520-1½ 539 (600-1½)

LOC I-TYS	APP CRS	Rwy ldg	9005
110.3	048°	TDZE	953
		Apt Elev	981

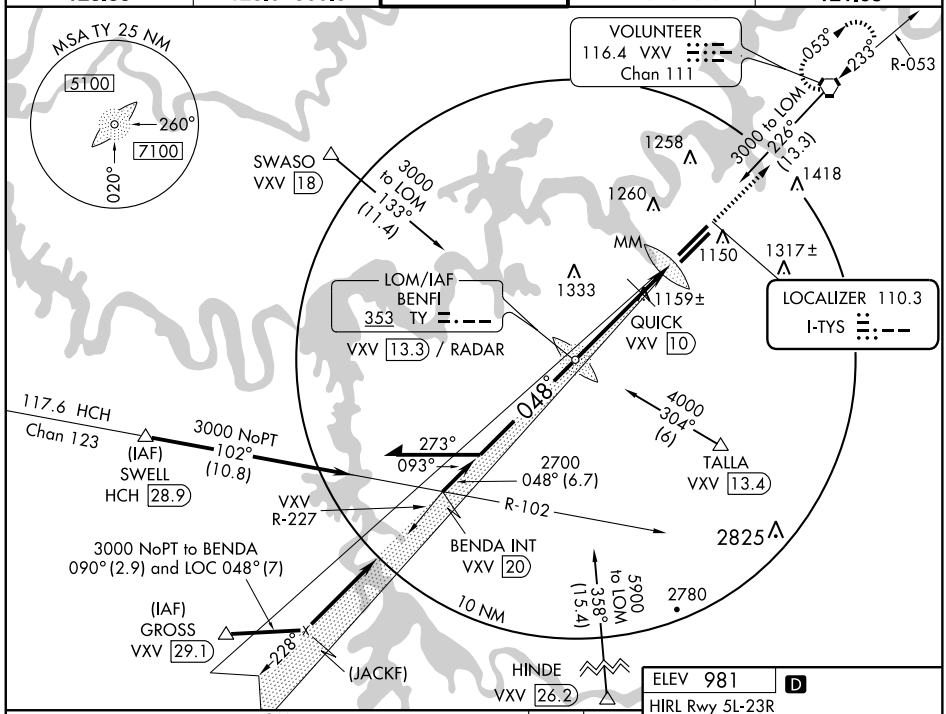
ILS or LOC RWY 5L
KNOXVILLE/MCGHEE-TYSON (TYS)

ASR

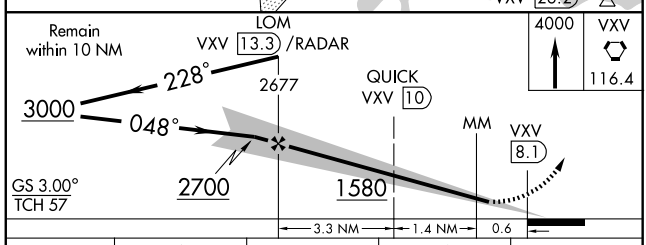
MALSR

MISSED APPROACH: Climb to 4000 direct VXV VORTAC and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65

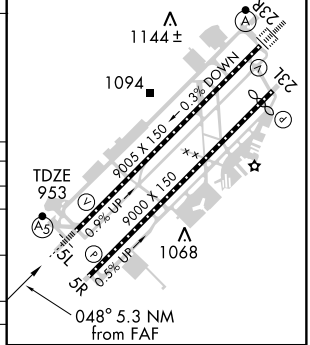


SE-1. 14 JAN 2010 to 11 FEB 2010



ELEV 981 D

HIRL Rwy 5L-23R
HIRL Rwy 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R, 5L and 23R



CATEGORY	A	B	C	D
S-ILS 5L	1153/18		200 (200-½)	
S-LOC 5L	1580/24	627 (600-½)	1580/60 627 (600-1¼)	1580-1½ 627 (600-1½)
CIRCLING	1580-1	599 (600-1)	1580-1¾ 599 (600-1¾)	1620-2 639 (700-2)
QUICK FIX MINIMUMS				
S-LOC 5L	1420/24	467 (500-½)	1420/40 467 (500-¾)	1420/50 467 (500-1)
CIRCLING	1460-1 479 (500-1)	1520-1 539 (600-1)	1540-1½ 559 (600-1½)	1620-2 639 (700-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

LOC I-BUI	APP CRS	Rwy ldg	9005
111.7	228°	TDZE	981
		Apt Elev	981

ILS or LOC RWY 23R

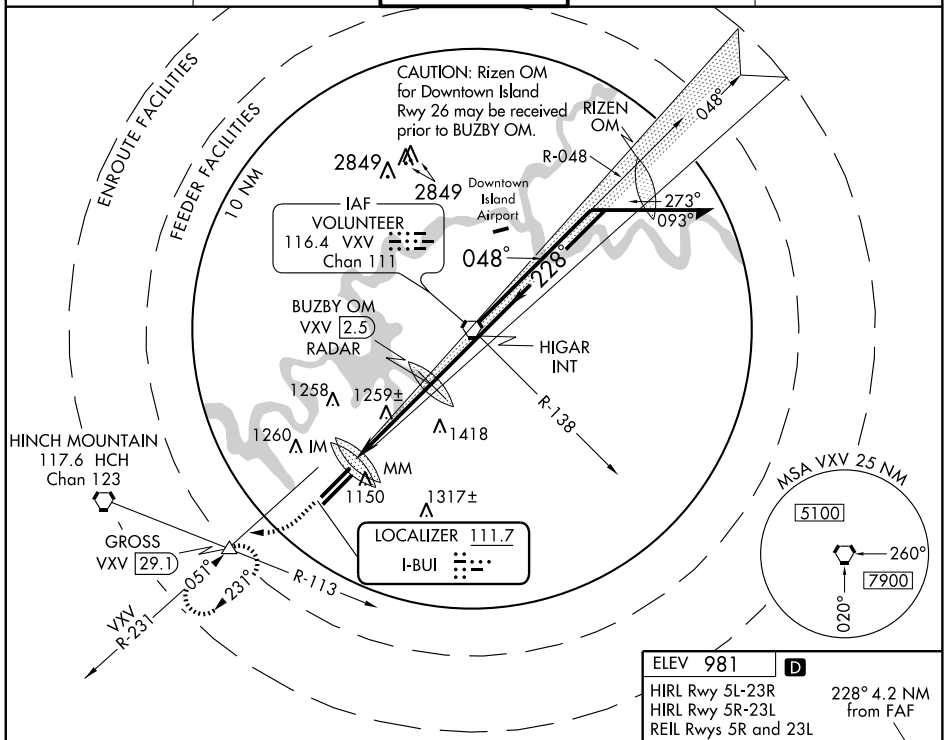
KNOXVILLE/MCGHEE-TYSON (TYS)

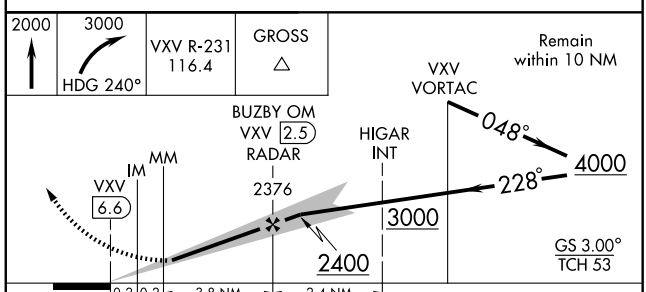
ASR

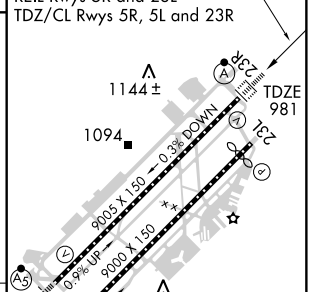
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via 240° heading and VXV VORTAC R-231 to GROSS Int/29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65







CATEGORY	A	B	C	D
S-ILS 23R	1181/18 200 (200-½)			
S-LOC 23R	1520/24 539 (600-½)		1520/50 539 (600-1)	1520/60 539 (600-1¼)
CIRCLING	1520-1 539 (600-1)		1540-1½ 559 (600-1½)	1620-2 639 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-BUI	APP CRS	Rwy ldg	9005
111.7	228°	TDZE	981
		Apt Elev	981

ILS RWY 23R (CAT II)

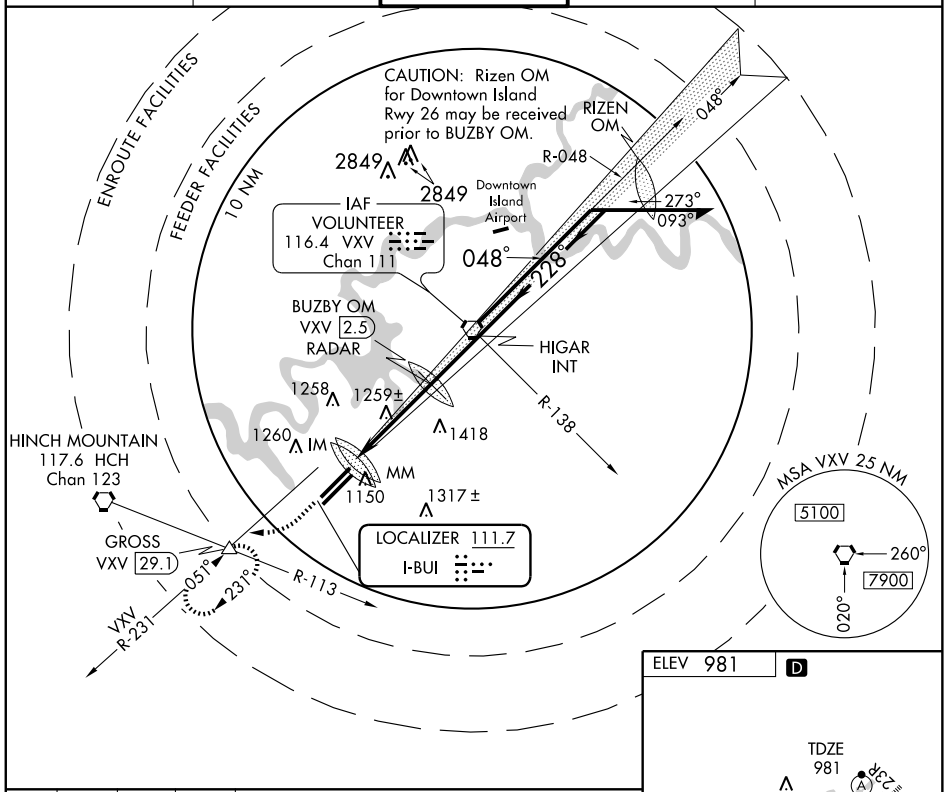
KNOXVILLE/MCGHEE-TYSON (TYS)

ASR

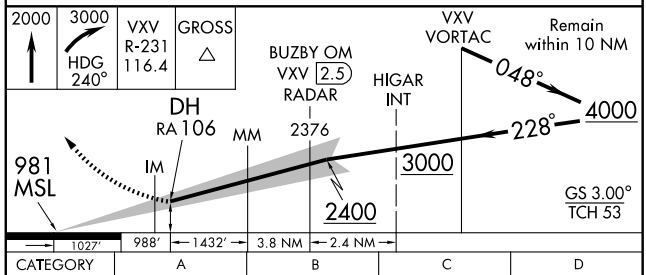
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via 240° heading and VXV VORTAC R-231 to GROSS Int/29.1 DME and hold.

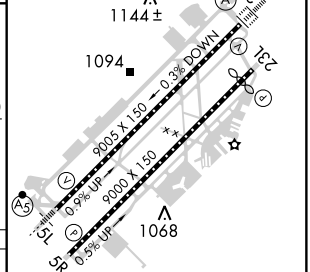
ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65



SE-1. 14 JAN 2010 to 11 FEB 2010



CATEGORY	A	B	C	D
S-ILS 23R	RA 106/12 100 DA 1081			

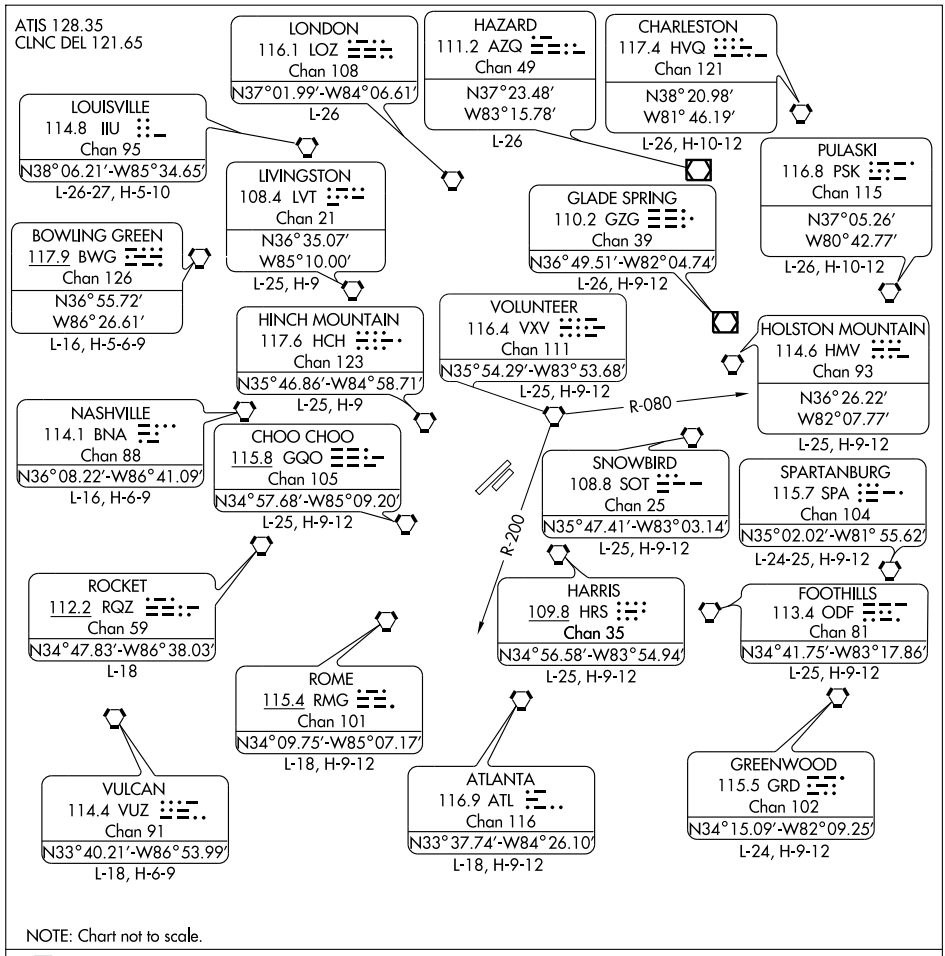


CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL Rwy 5L-23R
HIRL Rwy 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R, 5L and 23R

KNOXVILLE FOUR DEPARTURE

KNOXVILLE/MCGHEE TYSON (TYS)
KNOXVILLE, TENNESSEE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for vectors to filed route. Maintain 6,000 feet (or assigned lower altitude). Expect clearance to requested altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If filed route is between the VXV R-080 and the VXV R-200 and radio contact is not established with departure control prior to reaching 6,000 feet continue climb to 9,000 feet before turning on course.

WAAS CH 48802 W05A	APP CRS 048°	Rwy ldg 9005 TDZE 953 Apt Elev 981

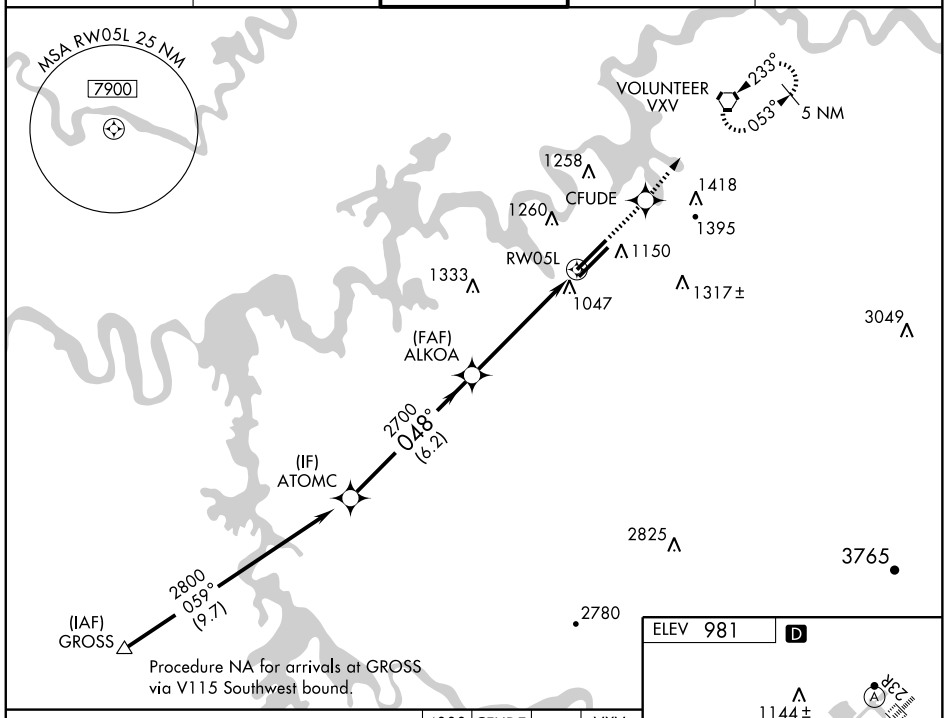
RNAV (GPS) RWY 5L
KNOXVILLE/MCGHEE-TYSON (TYS)

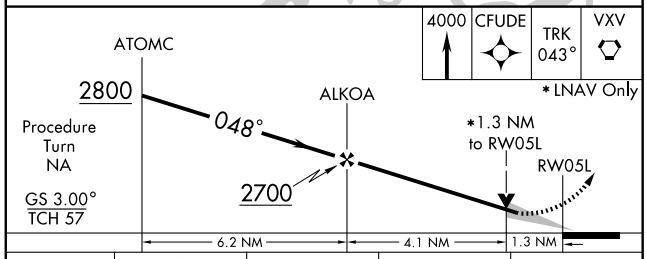
ASR: For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

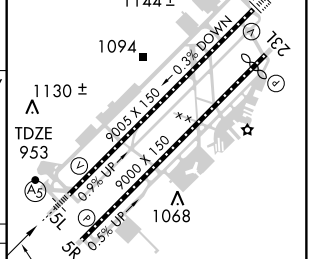
MALSR

MISSED APPROACH: Climb to 4000 direct CFUDE and via 043° track to VXV VORTAC and hold, continue climb-in-hold to 4000.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65







CATEGORY	A	B	C	D
LPV DA	1203/24 250 (300-½)			
LNAV/VNAV DA	1326/50 373 (400-1)			
LNAV MDA	1380/24 427 (400-½)		1380/40 427 (400-¾)	1380/50 427 (400-1)
CIRCLING	1460-1½ 479 (500-1½)	1520-1½ 539 (600-1½)	1540-1½ 559 (600-1½)	1620-2 639 (700-2)

HIRL Rwy 5L-23R
HIRL Rwy 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R, 5L and 23R

SE-1. 14 JAN 2010 to 11 FEB 2010

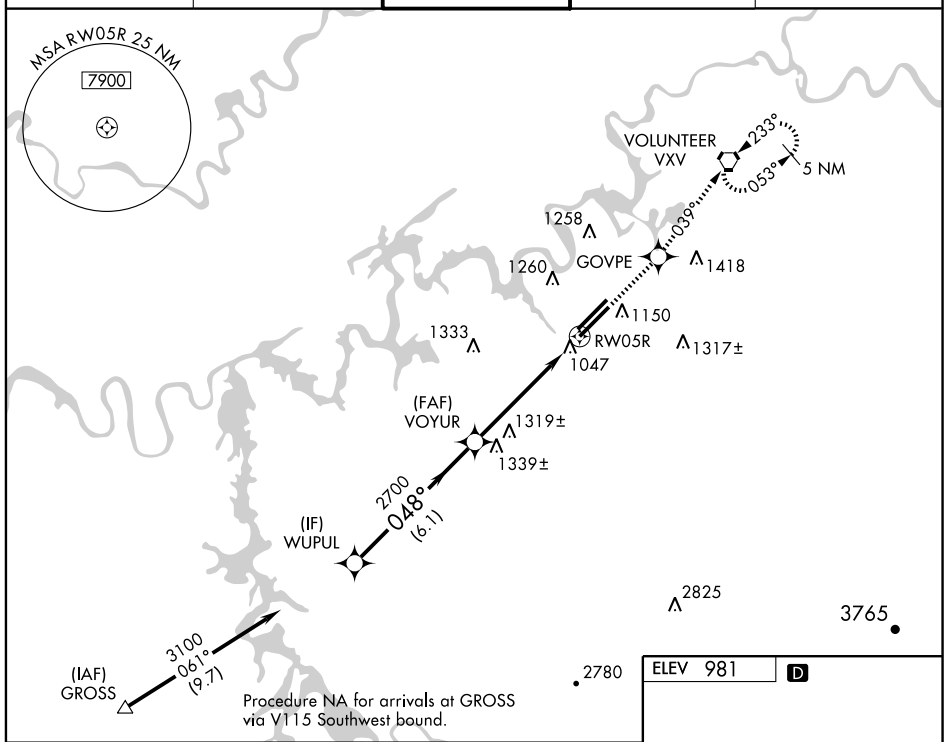
WAAS CH 97410 W05B	APP CRS 048°	Rwy ldg 8600 TDZE 959 Apt Elev 981

RNAV (GPS) RWY 5R
KNOXVILLE/MCGHEE-TYSON (TYS)

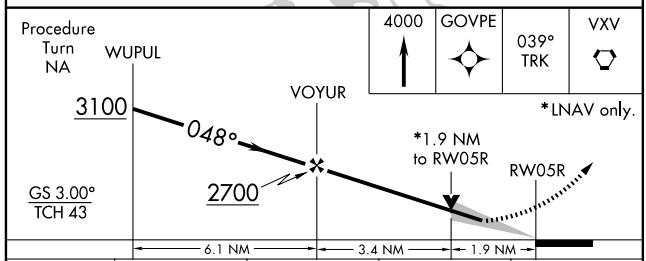
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct GOVPE and via 039° track to VXV VORTAC and hold, continue climb-in-hold to 4000.

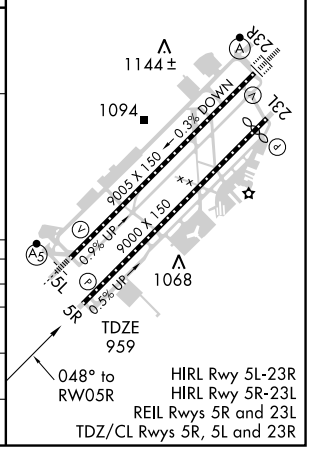
ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65



SE-1. 14 JAN 2010 to 11 FEB 2010



CATEGORY	A	B	C	D
LPV DA	1276-1¼ 317 (300-1¼)			
LNAV/VNAV DA	1471-2 512 (500-2)			
LNAV MDA	1580-1 621 (600-1)		1580-1¾ 621 (600-1¾)	1580-2 621 (600-2)
CIRCLING	1580-1 599 (600-1)		1580-1¾ 599 (600-1¾)	1620-2 639 (700-2)



WAAS CH 90210 W23B	APP CRS 228°	Rwy ldg 8600 TDZE 965 Apt Elev 981

RNAV (GPS) RWY 23L

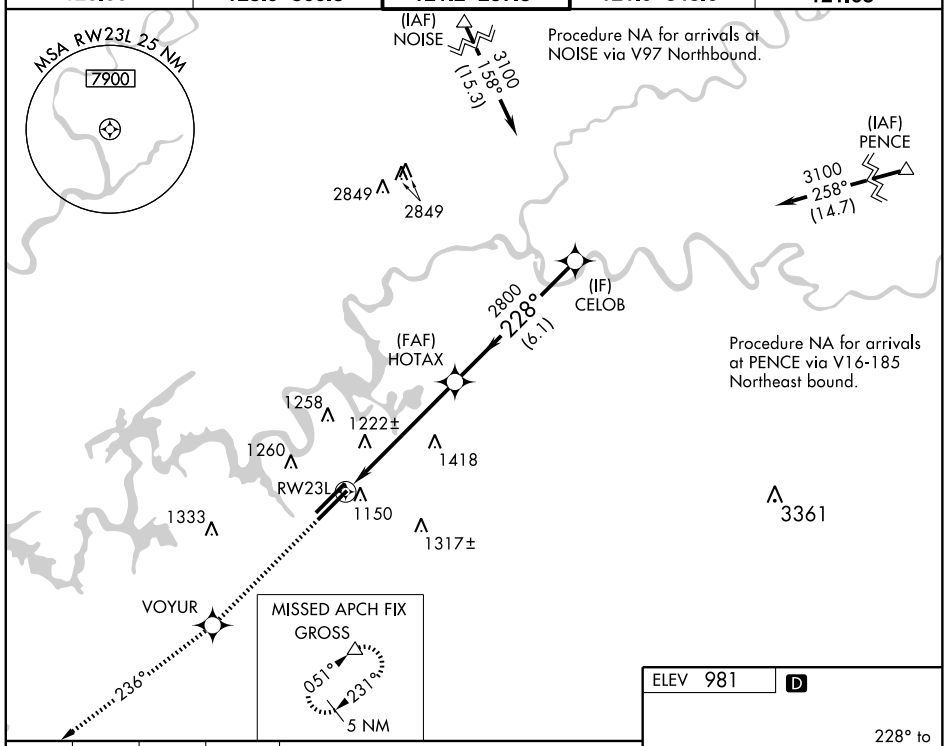
KNOXVILLE/MCGHEE-TYSON (TYS)

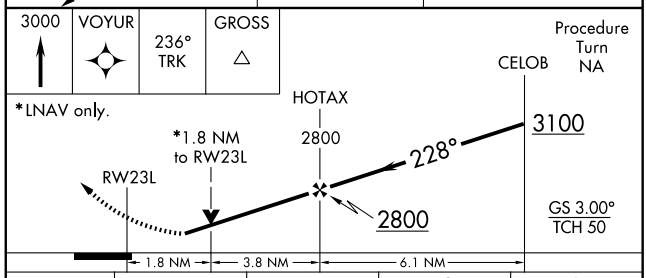
ASR

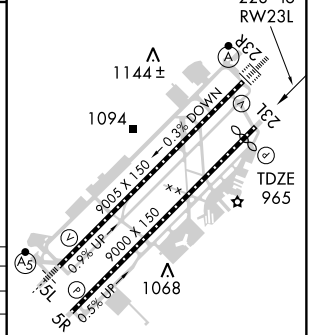
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct VOYUR and via 236° track to GROSS and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65







CATEGORY	A	B	C	D
LPV DA	1215/40 250 (300-¾)			
LNAV/VNAV DA	1544-2 579 (600-2)			
LNAV MDA	1580/50 615 (600-1)		1580-1¾ 615 (600-1¾)	1580-2 615 (600-2)
CIRCLING	1580-1 599 (600-1)		1580-1¾ 599 (600-1¾)	1620-2 639 (700-2)

HIRL Rwy 5L-23R
HIRL Rwy 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R, 5L and 23R

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 81902 W23A	APP CRS 228°	Rwy ldg 9005 TDZE 981 Apt Elev 981

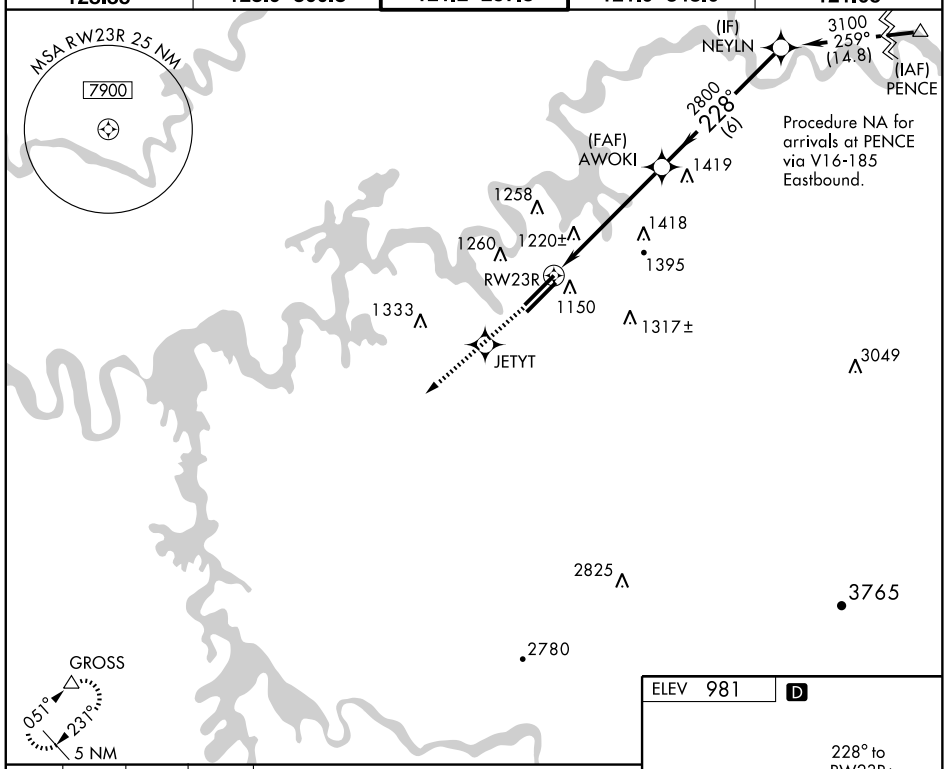
RNAV (GPS) RWY 23R
KNOXVILLE/MCGHEE-TYSON (TYS)

For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

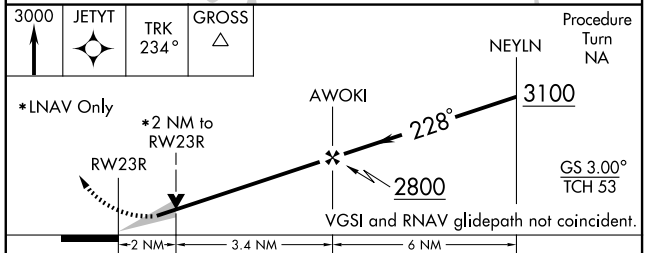
ALSF-2

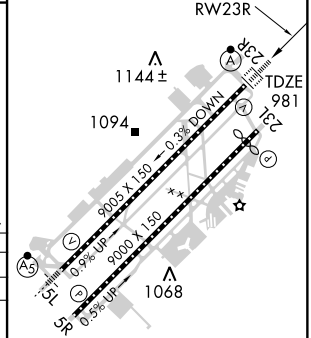
MISSED APPROACH: Climb to 3000 direct JETYT and via 234° track to GROSS and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65



3000	JETYT	TRK 234°	GROSS





CATEGORY	A	B	C	D
LPV DA	1231/24 250 (300-½)			
LNAV/VNAV DA	1550-1½ 569 (600-1½)			
LNAV MDA	1680/24 699 (700-½)		1680-1½ 699 (700-1½)	1680-1¾ 699 (700-1¾)
CIRCLING	1680-2 699 (700-2)			1680-2¼ 699 (700-2¼)

HIRL Rwy 5L-23R
HIRL Rwy 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R, 5L and 23R

SE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME VXV 116.4 Chan 111	APP CRS 222°	Rwy ldg 8600 TDZE 965 Apt Elev 981

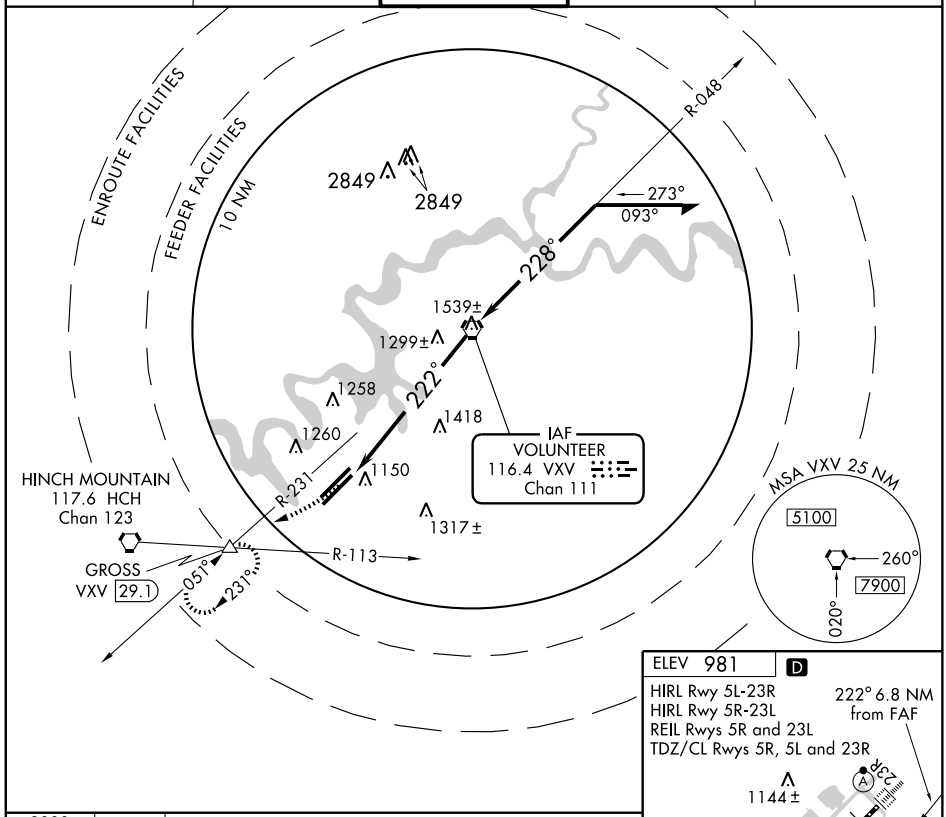
VOR RWY 23L

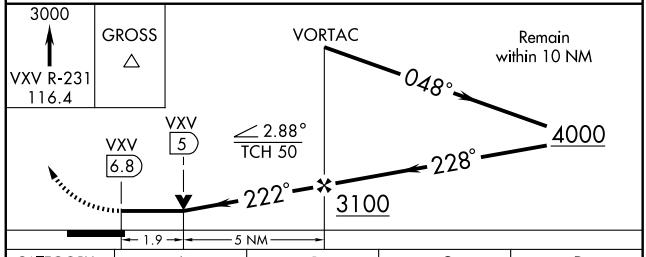
KNOXVILLE/MCGHEE-TYSON (TYS)

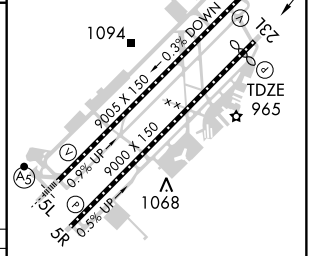
ASR

MISSED APPROACH: Climb to 3000 via VXV R-231 to GROSS Int/29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65







CATEGORY	A	B	C	D
S-23L	1600-1 635 (700-1)		1600-1¾ 635 (700-1¾)	1600-2 635 (700-2)
CIRCLING	1600-1 619 (700-1)		1600-1¾ 619 (700-1¾)	1620-2 639 (700-2)

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME VXV 116.4 Chan 111	APP CRS 224°	Rwy ldg 9005 TDZE 981 Apt Elev 981

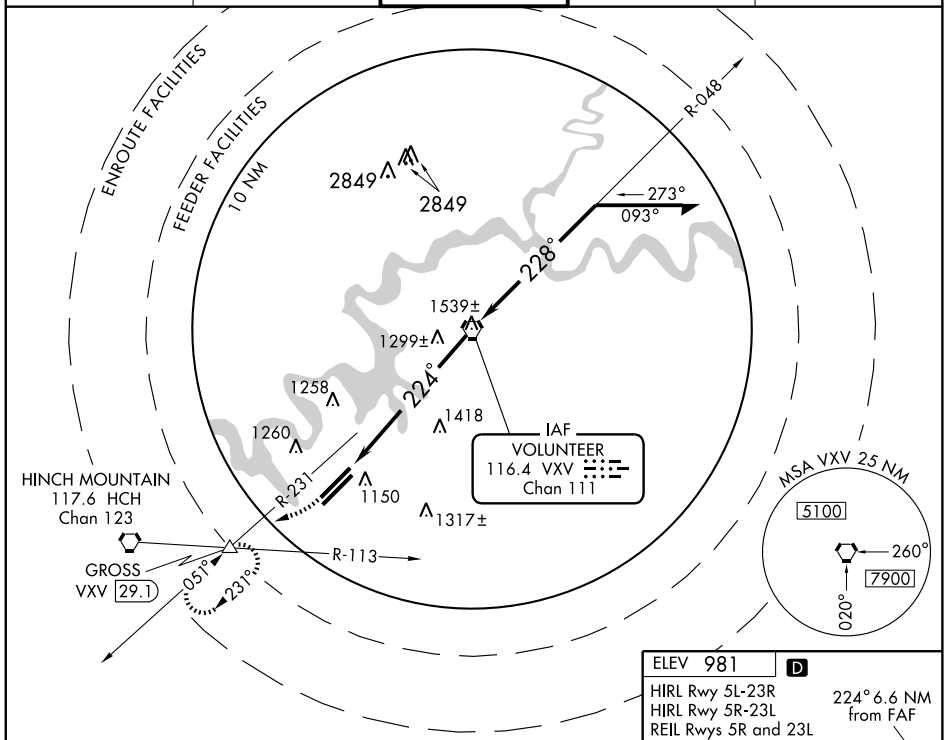
VOR RWY 23R
KNOXVILLE/MCGHEE-TYSON (TYS)

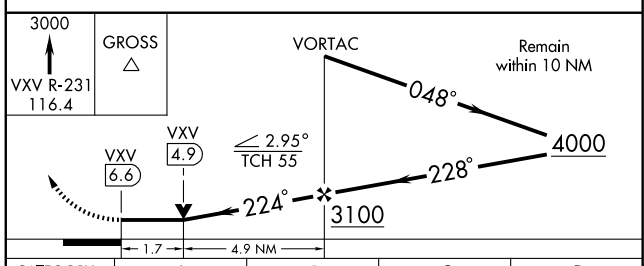
ASR

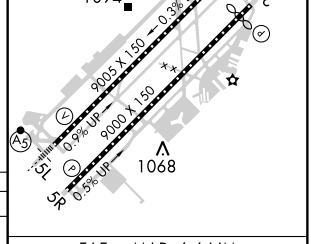
ALSF-2

MISSED APPROACH: Climb to 3000 via VXV R-231 to GROSS Int/29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65







CATEGORY	A	B	C	D
S-23R	1580/24	599 (600-½)	1580/50 599 (600-1)	1580/60 599 (600-1¼)
CIRCLING	1580-1	599 (600-1)	1580-1½ 599 (600-1½)	1620-2 639 (700-2)

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

SE-1. 14 JAN 2010 to 11 FEB 2010

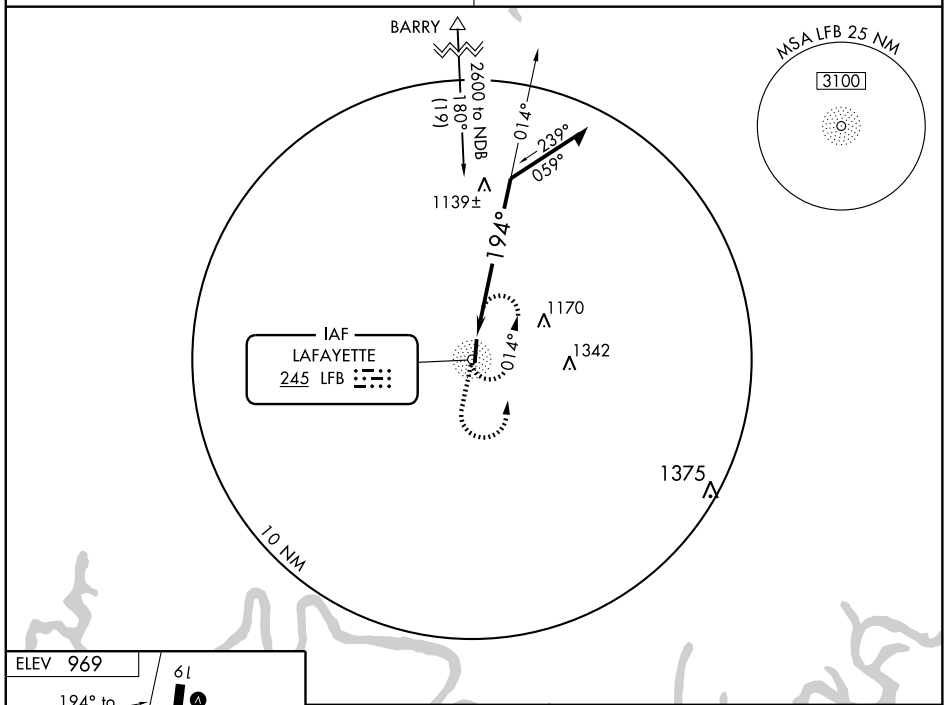
NDB LFB 245	APP CRS 194°	Rwy ldg 5200 TDZE 961 Apt Elev 969

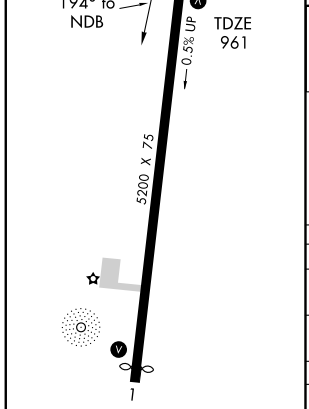
NDB RWY 19
LAFAYETTE MUNI (3M7)

Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting.

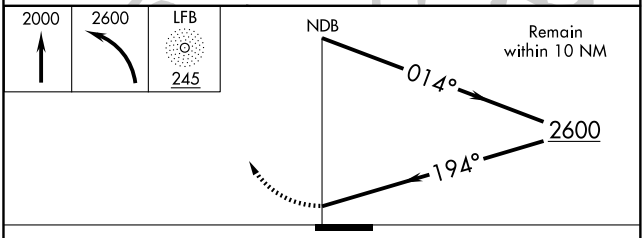
MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct LFB NDB and hold.

NASHVILLE APP CON	UNICOM
118.4 360.7	122.8 (CTAF) L





MIRL Rwy 1-19
REIL Rwys 1 and 19



CATEGORY	A	B	C	D
S-19	1500-1	539 (600-1)	1500-1½ 539 (600-1½)	1500-1¾ 539 (600-1¾)
CIRCLING	1500-1	531 (600-1)	1500-1½ 531 (600-1½)	1520-2 551 (600-2)
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
S-19	1640-1	679 (700-1)	1640-2 679 (700-2)	1640-2¼ 679 (700-2¼)
CIRCLING	1640-1	671 (700-1)	1640-2 671 (700-2)	1640-2¼ 671 (700-2¼)

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5200
188°	TDZE	961
	Apt Elev	969

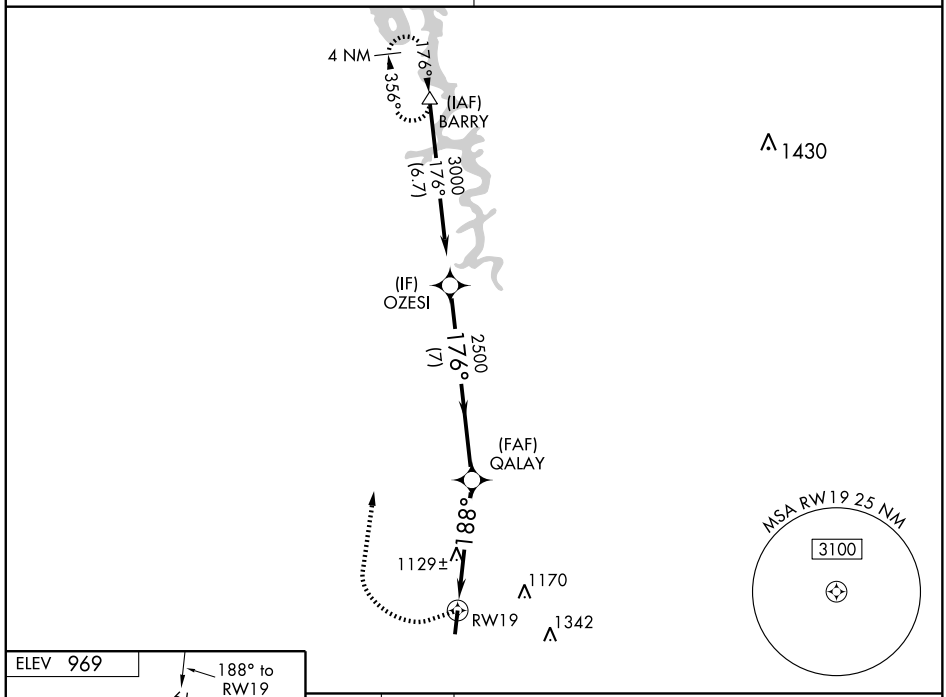
RNAV (GPS) RWY 19
LAFAYETTE MUNI (3M7)

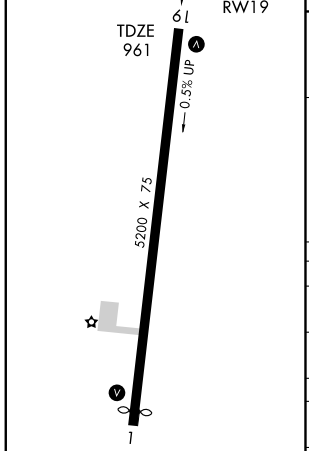
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting.

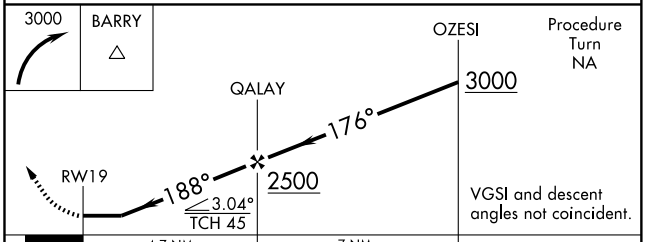
MISSED APPROACH: Climbing right turn to 3000 direct BARRY and hold.

NASHVILLE APP CON	UNICOM
118.4 360.7	122.8 (CTAF)





MIRL Rwy 1-19
REIL Rwys 1 and 19



CATEGORY	A	B	C	D
LNAV MDA	1380-1 419 (500-1)		1380-1¼ 419 (500-1¼)	
CIRCLING	1440-1 471 (500-1)		1440-1½ 471 (500-1½)	1520-2 551 (600-2)
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
LNAV MDA	1520-1 559 (600-1)		1520-1½ 559 (600-1½)	1520-1¾ 559 (600-1¾)
CIRCLING	1580-1 611 (700-1)		1580-1¾ 611 (700-1¾)	1580-2 611 (700-2)

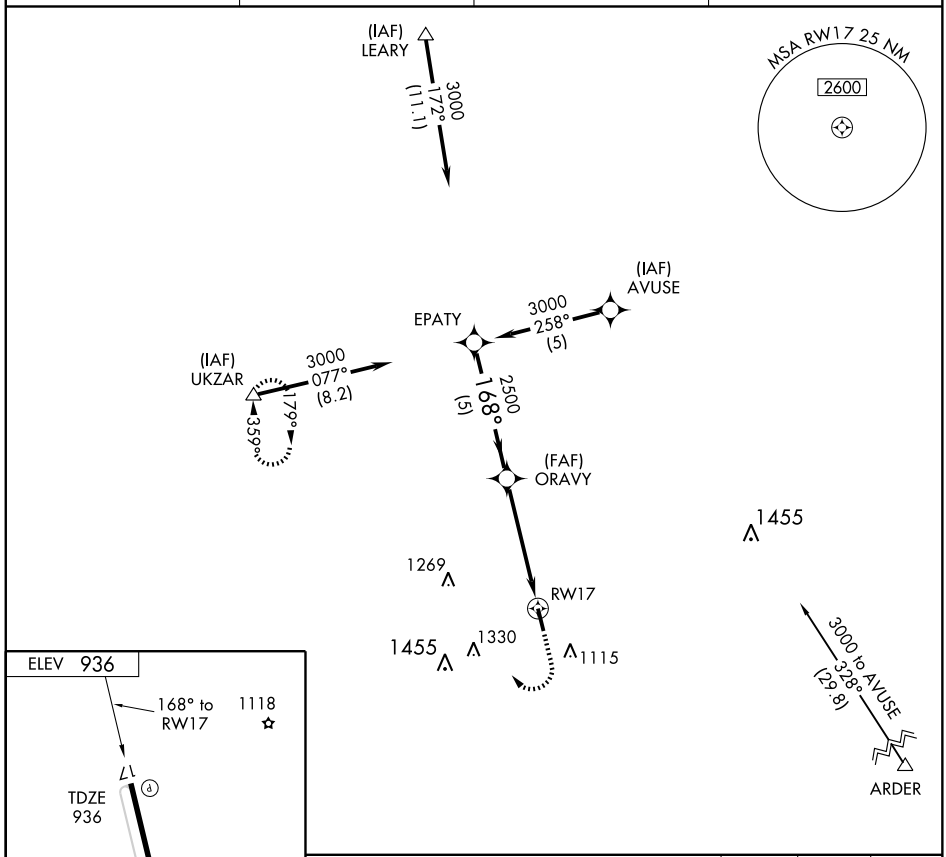
APP CRS	Rwy ldg	5003
168°	TDZE	936
	Apt Elev	936

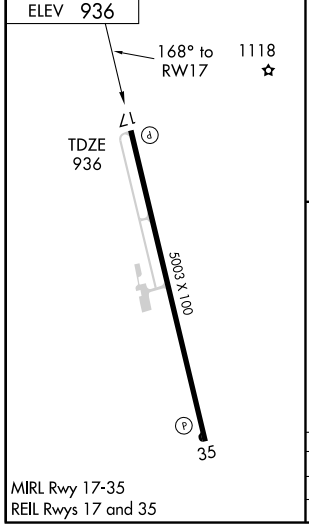
GPS RWY 17
LAWRENCEBURG-LAWRENCE COUNTY (2M2)

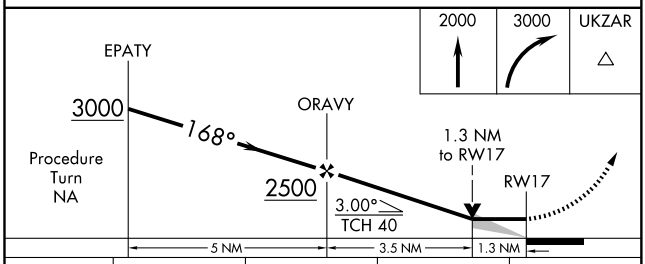
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct UKZAR WP and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
120.175	125.85 381.4	121.725	122.8 (CTAF)







CATEGORY	A	B	C	D
S-17	1380-1	444 (500-1)	NA	
CIRCLING	1420-1	484 (500-1)	NA	

MIRL Rwy 17-35
REIL Rwys 17 and 35

NDB LRT	APP CRS	Rwy ldg	5003
269	175°	TDZE	936
		Apt Elev	936

NDB RWY 17

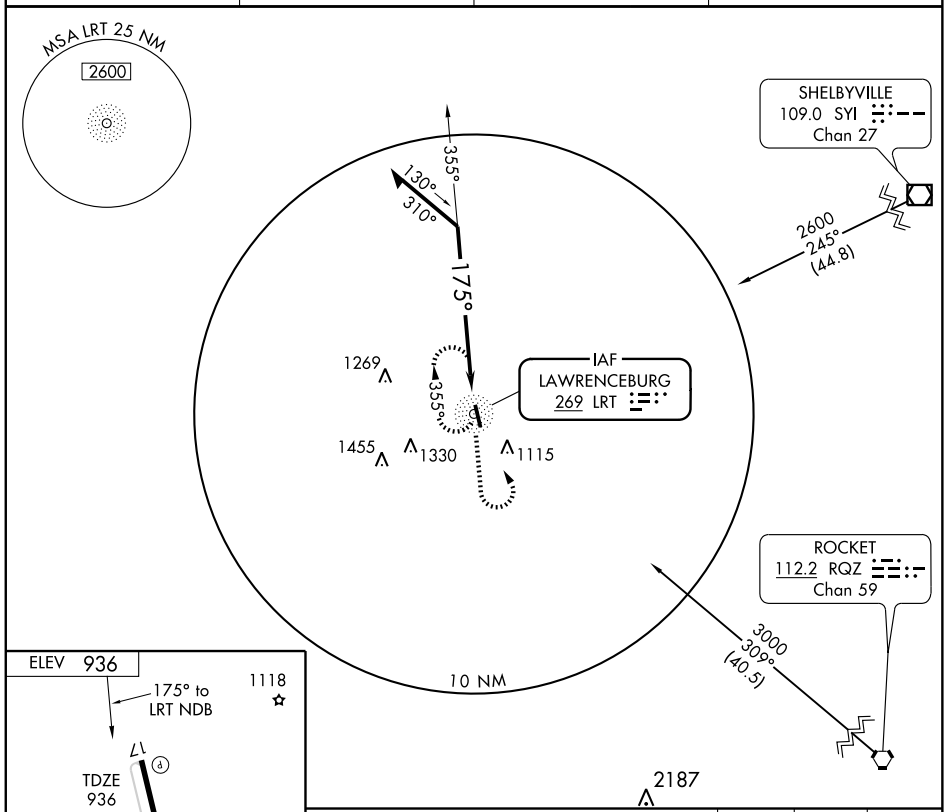
LAWRENCEBURG-LAWRENCE COUNTY (2M2)

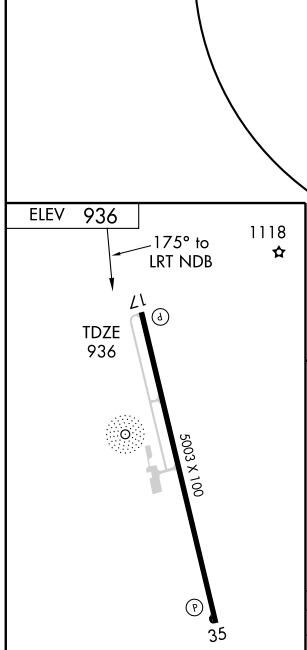
If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 140 feet.

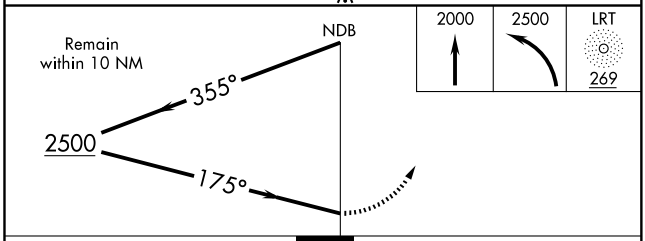
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct LRT NDB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
120.175	125.85 381.4	121.725	122.8 (CTAF)







CATEGORY	A	B	C	D
S-17	1540-1 604 (700-1)		1540-1¾ 604 (700-1¾)	1540-2 604 (700-2)
CIRCLING	1540-1 604 (700-1)		1540-1¾ 604 (700-1¾)	1540-2 604 (700-2)

MIRL Rwy 17-35
REIL Rwys 17 and 35

SE-1. 14 JAN 2010 to 11 FEB 2010

NDB JUE	APP CRS	Rwy ldg	4500
414	180°	TDZE	568
		Apt Elev	588

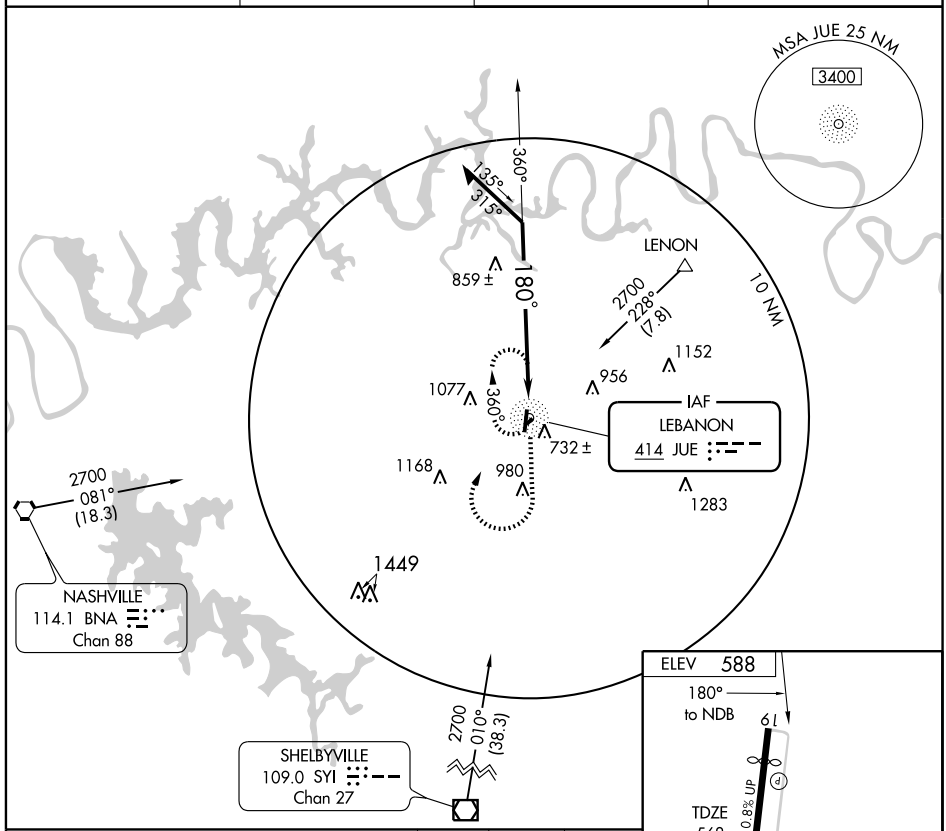
NDB RWY 19

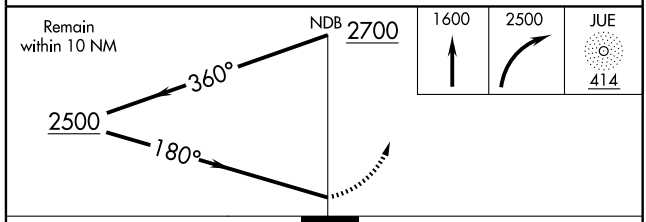
LEBANON MUNI (M54)

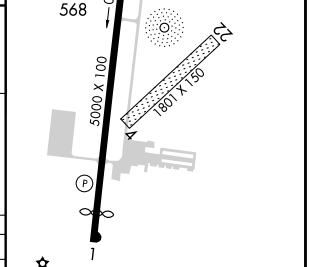
NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet, S-19 and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct JUE NDB and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
118.325	118.4 360.7	135.075	122.725 (CTAF)







MIRL Rwy 1-19
REIL Rwys 1 and 19

CATEGORY	A	B	C	D
S-19	1220-1	652 (700-1)	1220-1¾ 652 (700-1¾)	1220-2 652 (700-2)
CIRCLING	1220-1	632 (700-1)	1220-1¾ 632 (700-1¾)	1440-2¾ 852 (900-2¾)

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 65809 W01A	APP CRS 009°	Rwy ldg 4527 TDZE 588 Apt Elev 588

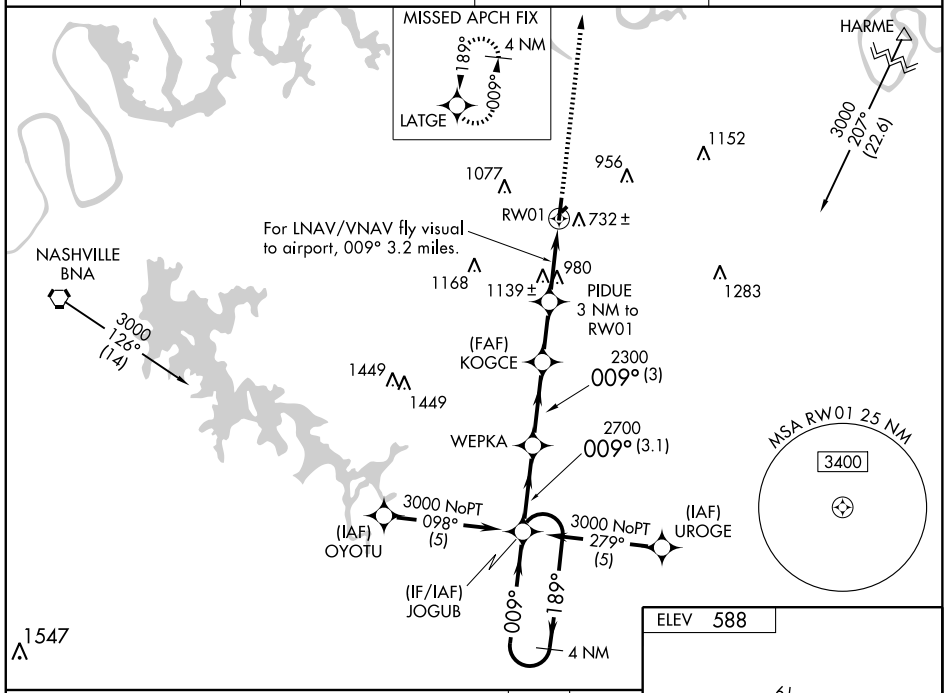
RNAV (GPS) RWY 1
LEBANON MUNI (M54)

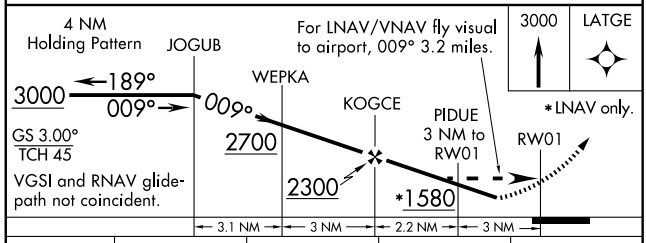
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA 43 feet and all MDA 60 feet, increase LPV all Cats. visibility ¼ mile and Circling Cat. D visibility ¼ mile. LNAV/VNAV NA when using Nashville Intl altimeter setting.

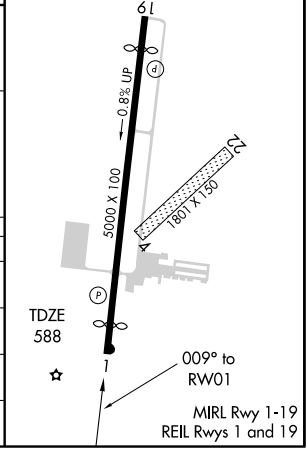
T NA

MISSED APPROACH: Climb to 3000 direct LATGE and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
118.325	118.4 360.7	135.075	122.725 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1088-1¾ 500 (500-1¾)			
LNAV/VNAV DA	1663-2 1075 (1100-2)		1663-3 1075 (1100-3)	
LNAV MDA	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1400-2¾ 812 (900-2¾)
CIRCLING	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1440-2¾ 852 (900-2¾)

WAAS CH 90309 W19A	APP CRS 189°	Rwy ldg 4500 TDZE 568 Apt Elev 588

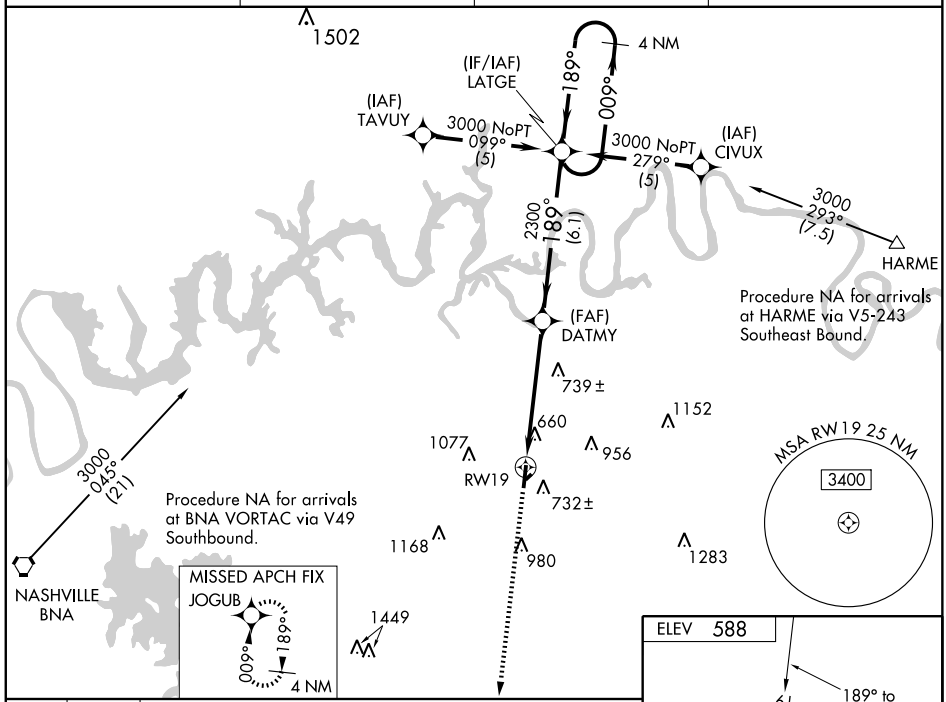
RNAV (GPS) RWY 19
LEBANON MUNI (M54)

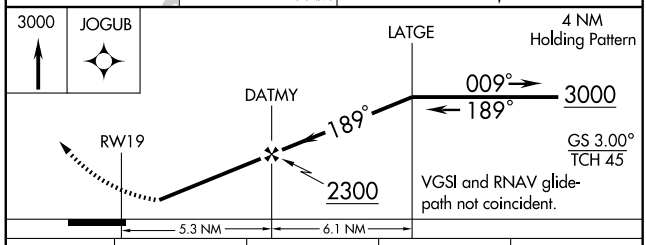
T NA

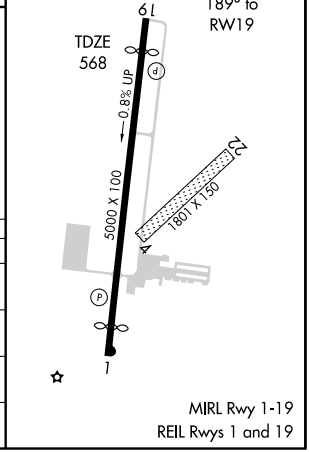
Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LNAV/VNAV all Cats., and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JOGUB and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
118.325	118.4 360.7	135.075	122.725 (CTAF)







CATEGORY	A	B	C	D
LPV DA	899-1¼ 331 (400-1¼)			
LNAV/VNAV DA	996-1½ 428 (500-1½)			
LNAV MDA	1000-1 432 (500-1)		1000-1¼ 432 (500-1¼)	1000-1½ 432 (500-1½)
CIRCLING	1100-1 512 (600-1)		1200-1¾ 612 (700-1¾)	1440-2¾ 852 (900-2¾)

SE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC BNA	APP CRS	Rwy ldg	N/A
114.1	262°	TDZE	N/A
Chan 88		Apt Elev	588

VOR/DME-A

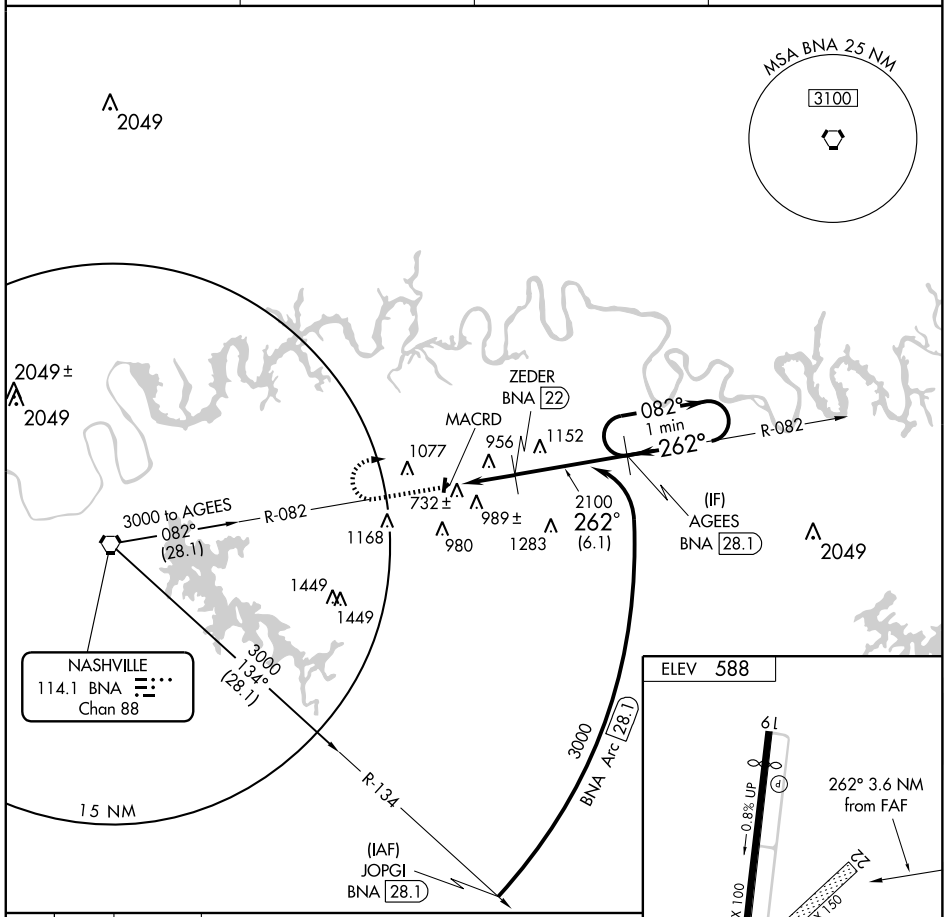
LEBANON MUNI (M54)

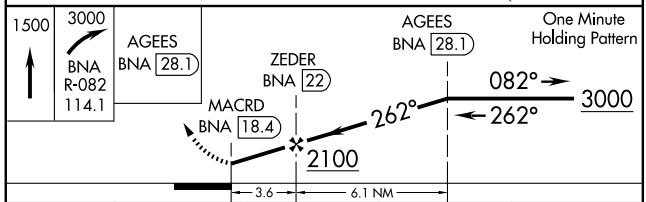
T
A NA

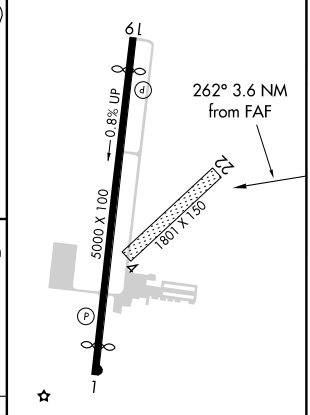
When local altimeter setting not received, use Nashville Intl altimeter setting and increase MDA 60 feet and Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via BNA VORTAC R-082 to AGEES/BNA 28.1 DME and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
118.325	118.4 360.7	135.075	122.725 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1240-1 652 (700-1)		1240-1¾ 652 (700-1¾)	1440-2¾ 852 (900-2¾)

MIRL Rwy 1-19
REIL Rwys 1 and 19

SE-1. 14 JAN 2010 to 11 FEB 2010

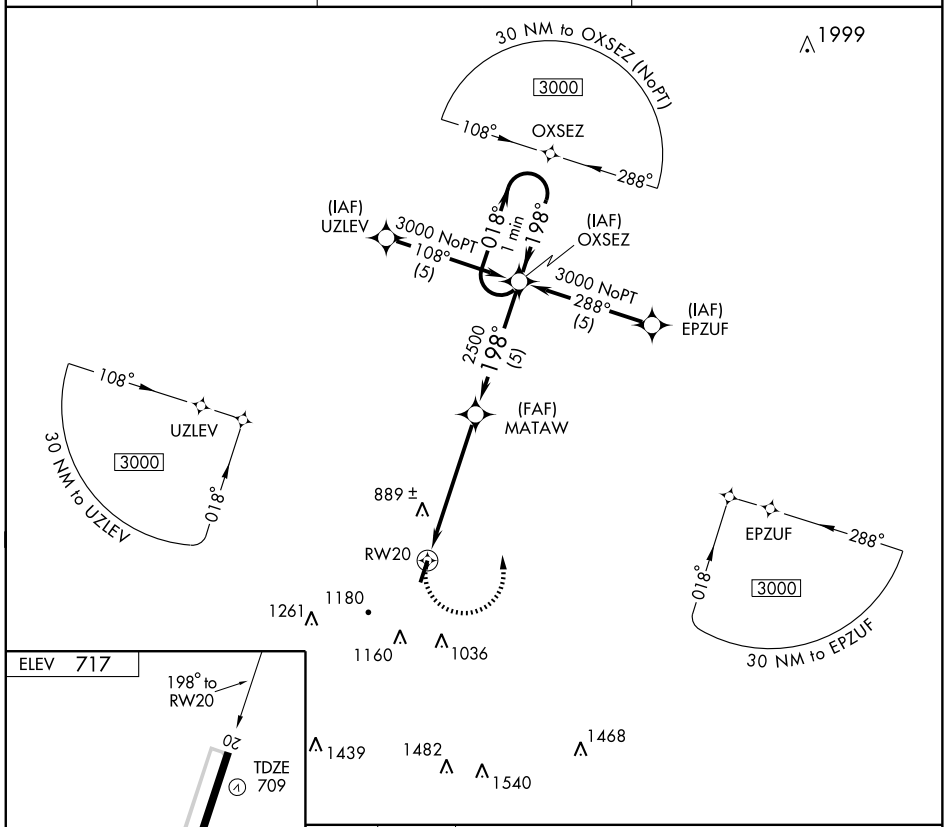
APP CRS	Rwy ldg	5002
198°	TDZE	709
	Apt Elev	717

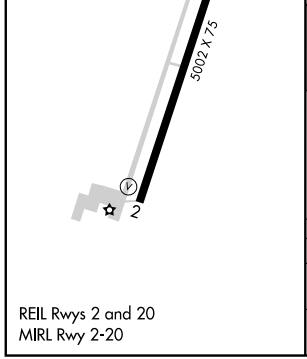
GPS RWY 20
LEWISBURG/ELLINGTON (LUG)

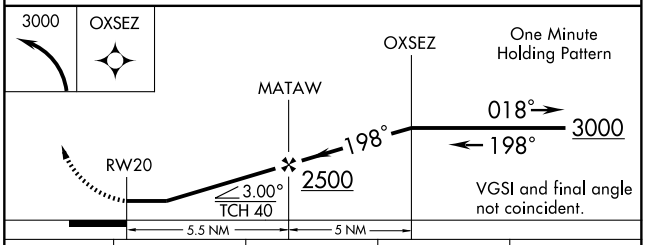
NA

MISSED APPROACH: Climbing left turn to 3000 direct OXSEZ WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.775	126.75 353.5	122.8 (CTAF)







CATEGORY	A	B	C	D
S-20	1140-1 431 (500-1)		1140-1¼ 431 (500-1¼)	NA
CIRCLING	1340-1 623 (700-1)		1520-2¼ 803 (900-2¼)	NA

REIL Rwys 2 and 20
MIRL Rwy 2-20

SE-1. 14 JAN 2010 to 11 FEB 2010

NDB LUG	APP CRS	Rwy ldg	5002
251	205°	TDZE	709
		Apt Elev	717

NDB RWY 20

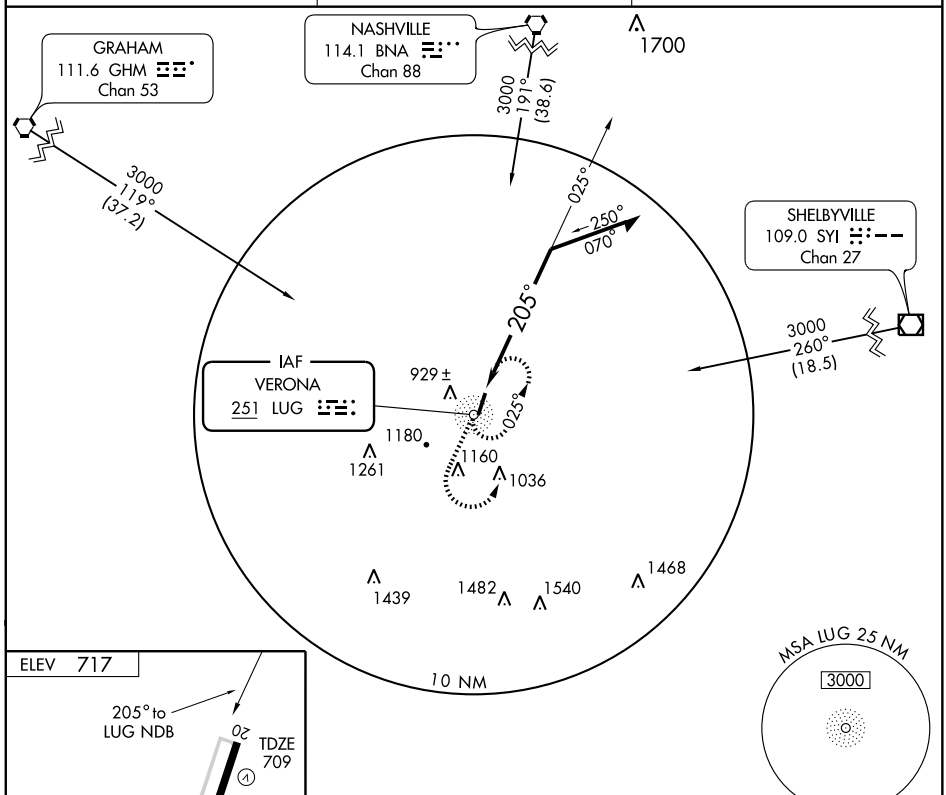
LEWISBURG/ELLINGTON (LUG)

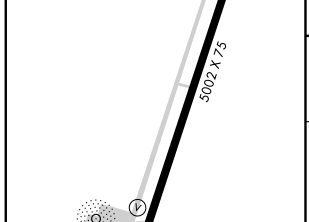
If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet.

NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 2700 direct to LUG NDB and hold.

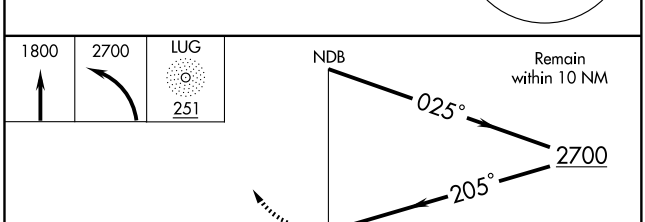
AWOS-3	MEMPHIS CENTER	UNICOM
135.775	126.75 353.5	122.8 (CTAF)





REIL Rwys 2 and 20
MIRL Rwy 2-20

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-20	1280-1 571 (600-1)		1280-1½ 571 (600-1½)	1280-1¾ 571 (600-1¾)
CIRCLING	1280-1 563 (600-1)	1360-1 643 (700-1)	1360-1¾ 643 (700-1¾)	1580-2¾ 863 (900-2¾)

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy ldg	6000
CH 90116	014°	TDZE	467
W01A		Apt Elev	488

RNAV (GPS) RWY 1

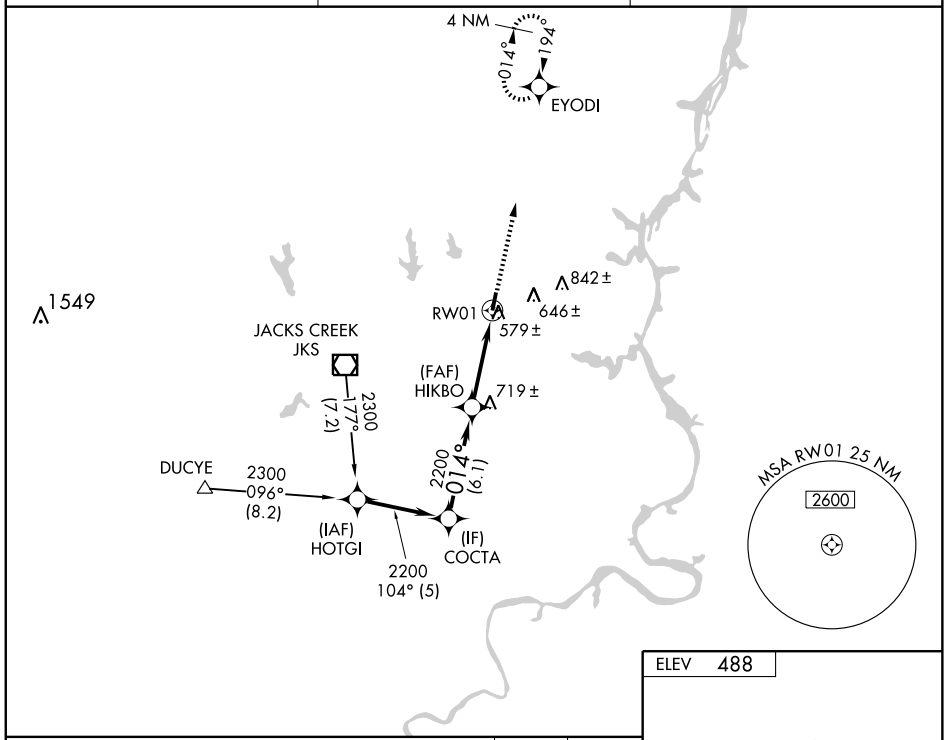
LEXINGTON-PARSONS/ BEECH RIVER RGNL (PVE)

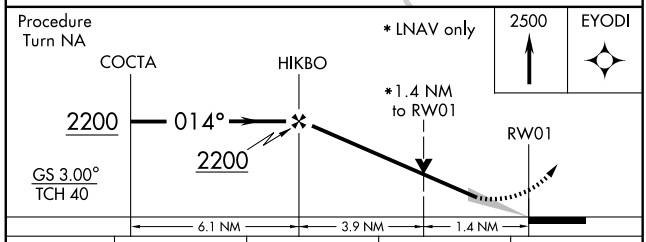
NA

DME/DME RNP-0.3 NA. Baro VNAV NA below -15° C (5° F). If local altimeter setting not received, use Huntingdon altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Huntingdon altimeter setting.

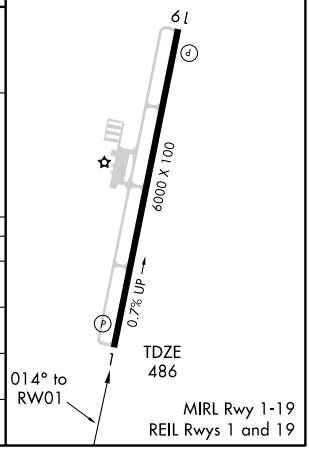
MISSED APPROACH: Climb to 2500 direct EYODI and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	123.0 (CTAF)





CATEGORY	A	B	C	D
LPV DA	740-1 254 (300-1)			
LNAV/VNAV DA	840-1½ 354 (400-1½)			
LNAV MDA	940-1 454 (500-1)		940-1¼ 454 (500-1¼)	940-1½ 454 (500-1½)
CIRCLING	940-1½ 452 (500-1½)	960-1½ 472 (500-1½)	980-1½ 492 (500-1½)	1040-2 552 (600-2)



WAAS CH 97316 W19A	APP CRS 194°	Rwy ldg 6000 TDZE 488 Apt Elev 488

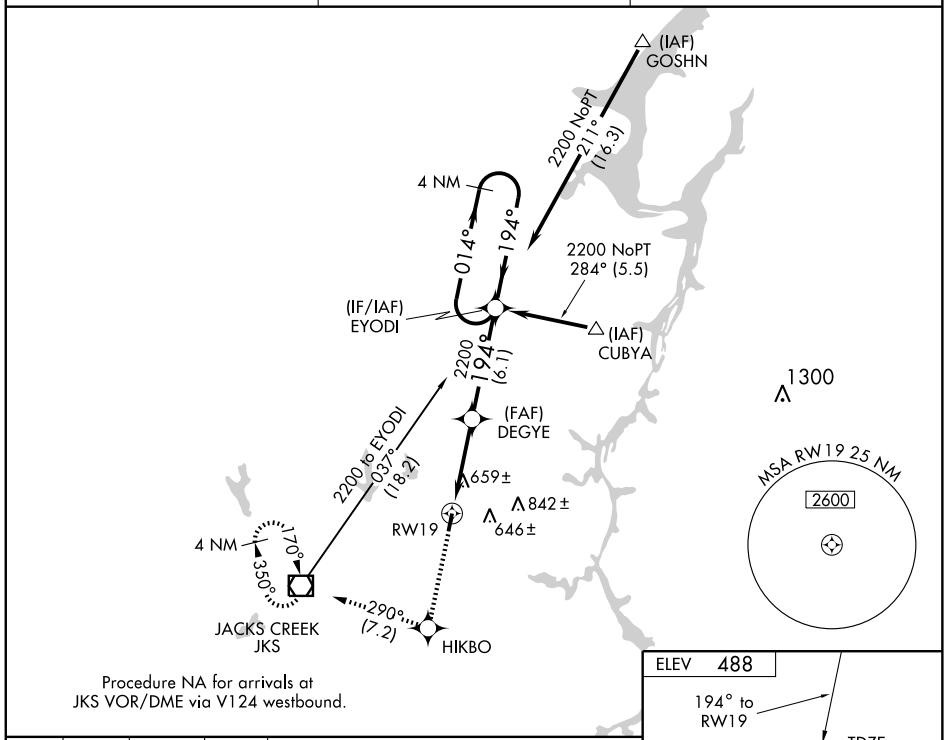
RNAV (GPS) RWY 19

LEXINGTON-PARSONS/ BEECH RIVER RGNL (PVE)

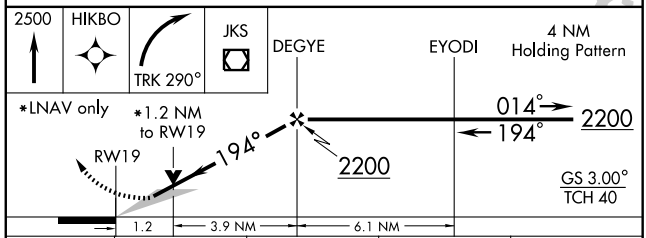
T NA DME/DME RNP-0.3 NA. Baro VNAV NA below -15° C (5° F). If local altimeter setting not received, use Huntingdon altimeter setting and increase all DAs/MDAs 80 feet. VDP and Baro-VNAV NA when using Huntingdon altimeter setting.

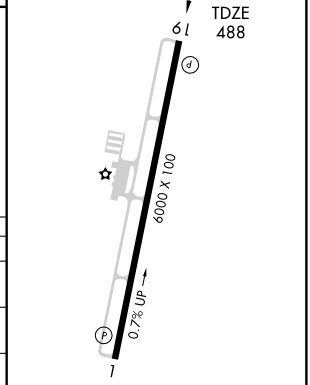
MISSED APPROACH: Climb to 2500 direct HIKBO and right turn via 290° track to JKS VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	123.0 (CTAF)



Procedure NA for arrivals at JKS VOR/DME via V124 westbound.





CATEGORY	A	B	C	D
LPV DA	740-1 252 (300-1)			
LNAV/VNAV DA	980-1¾ 492 (500-1¾)			
LNAV MDA	920-1 432 (500-1)		920-1¼ 432 (500-1¼)	920-1½ 432 (500-1½)
CIRCLING	980-1¾ 492 (500-1¾)			1040-2 552 (600-2)

MIRL Rwy 1-19
REIL Rwys 1 and 19

SE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME JKS 109.4 Chan 31	APP CRS 065°	Rwy ldg N/A TDZE N/A Apt Elev 488

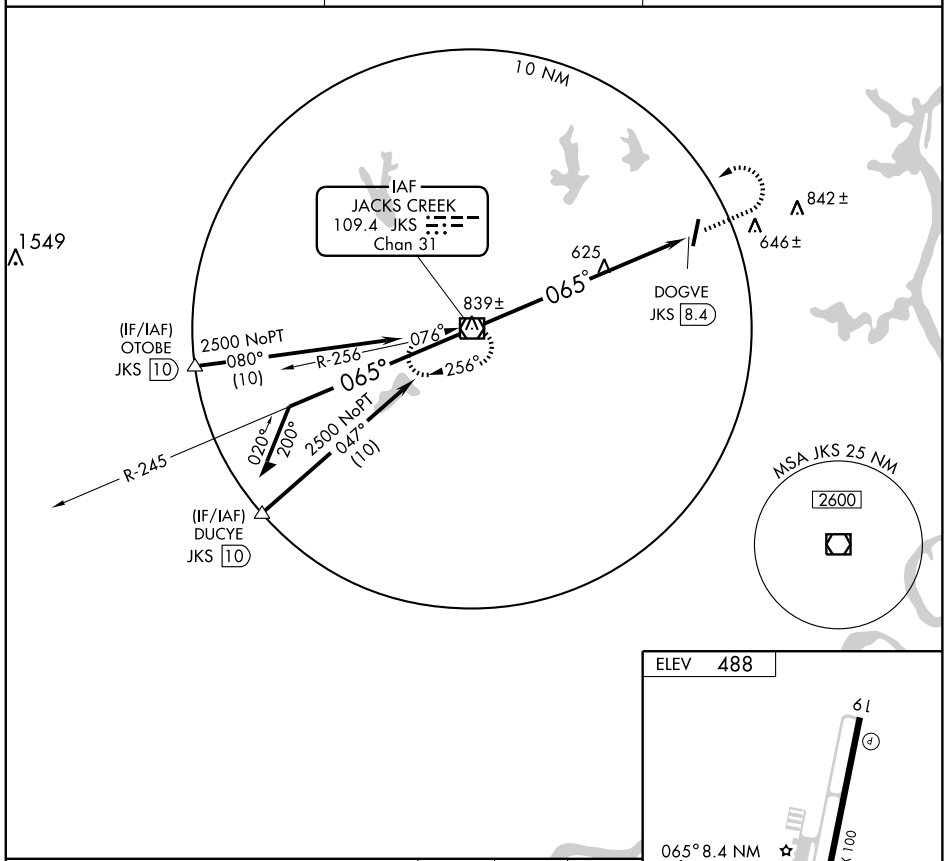
VOR-A

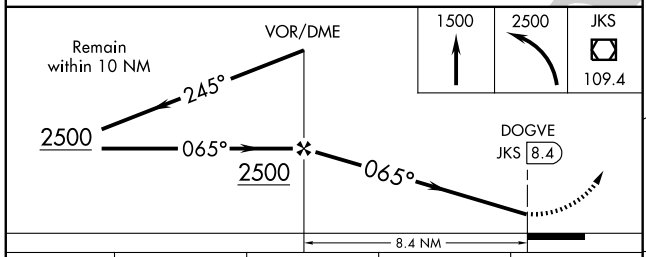
LEXINGTON-PARSONS/ BEECH RIVER RGNL (PVE)

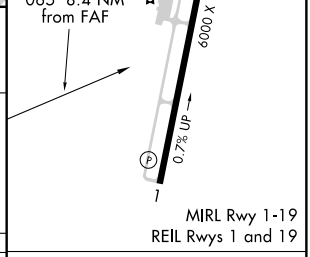
If local altimeter setting not received, use Huntingdon altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct JKS VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	123.0 (CTAF)







MIRL Rwy 1-19
REIL Rwys 1 and 19

CATEGORY	A	B	C	D
CIRCLING	1000-1 512 (600-1)		1000-1½ 512 (600-1½)	1040-2 552 (600-2)

FAF to MAP 8.4 NM					
Knots	60	90	120	150	180
Min:Sec	8:24	5:36	4:12	3:22	2:48

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5152
035°	TDZE	1366
	Apt Elev	1372

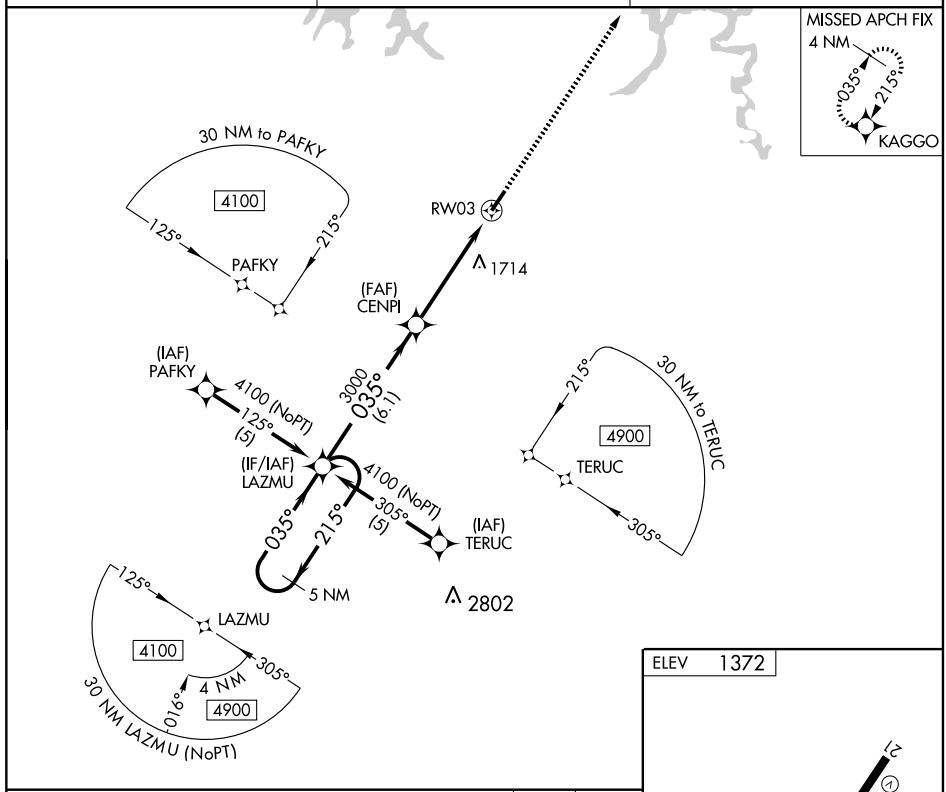
RNAV (GPS) RWY 3
LIVINGSTON MUNI (8A3)

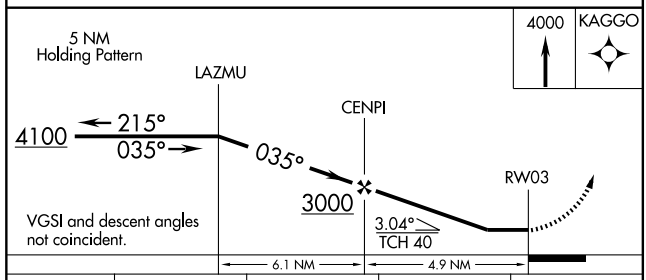
NA

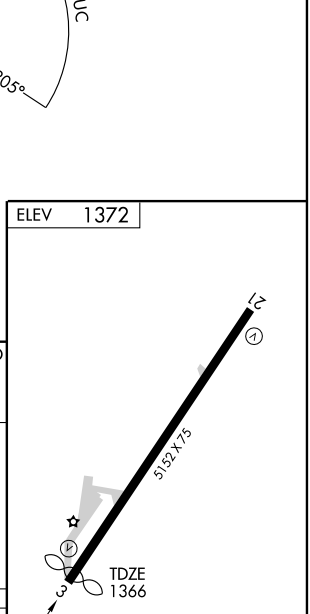
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet, and increase LNAV Cat C/D visibilities ½ mile, Circling Cat B visibility ¼ mile and Circling Cat C/D visibilities ½ mile.

MISSED APPROACH: Climb to 4000 direct KAGGO and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
126.175	124.625 371.925	122.8 (CTAF)







MIRL Rwy 3-21
REIL Rwys 3 and 21

CATEGORY	A	B	C	D
LNAV MDA	1960-1	594 (600-1)	1960-1½ 594 (600-1½)	1960-1¾ 594 (600-1¾)
CIRCLING	1960-1 588 (600-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5152
215°	TDZE	1372
	Apt Elev	1372

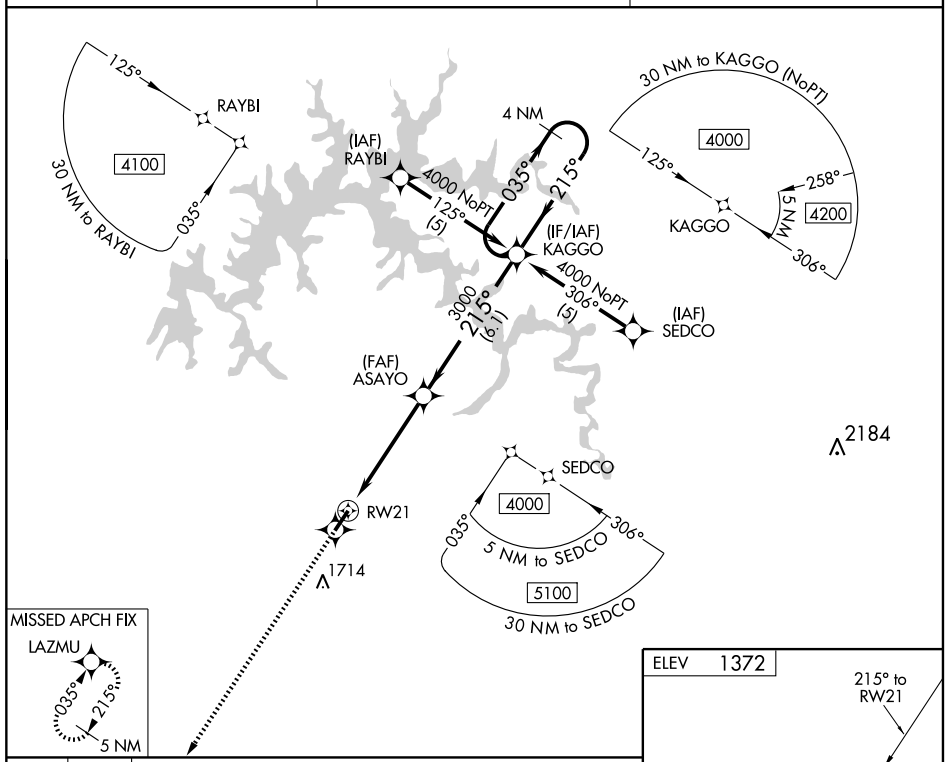
RNAV (GPS) RWY 21
LIVINGSTON MUNI (8A3)

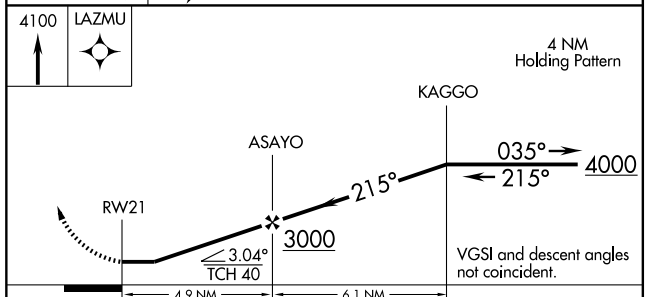
NA

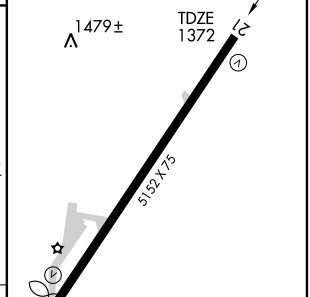
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet; and LNAV Cat C/D visibilities ½ mile, Circling Cat B visibility ¼ mile and Circling Cat C/D visibilities ½ mile.

MISSED APPROACH: Climb to 4100 direct LAZMU and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
126.175	124.625 371.925	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1760-1 388 (400-1)			1760-1¼ 388 (400-1¼)
CIRCLING	1860-1 488 (500-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)

MIRL Rwy 3-21
REIL Rwys 3 and 21

SE-1. 14 JAN 2010 to 11 FEB 2010

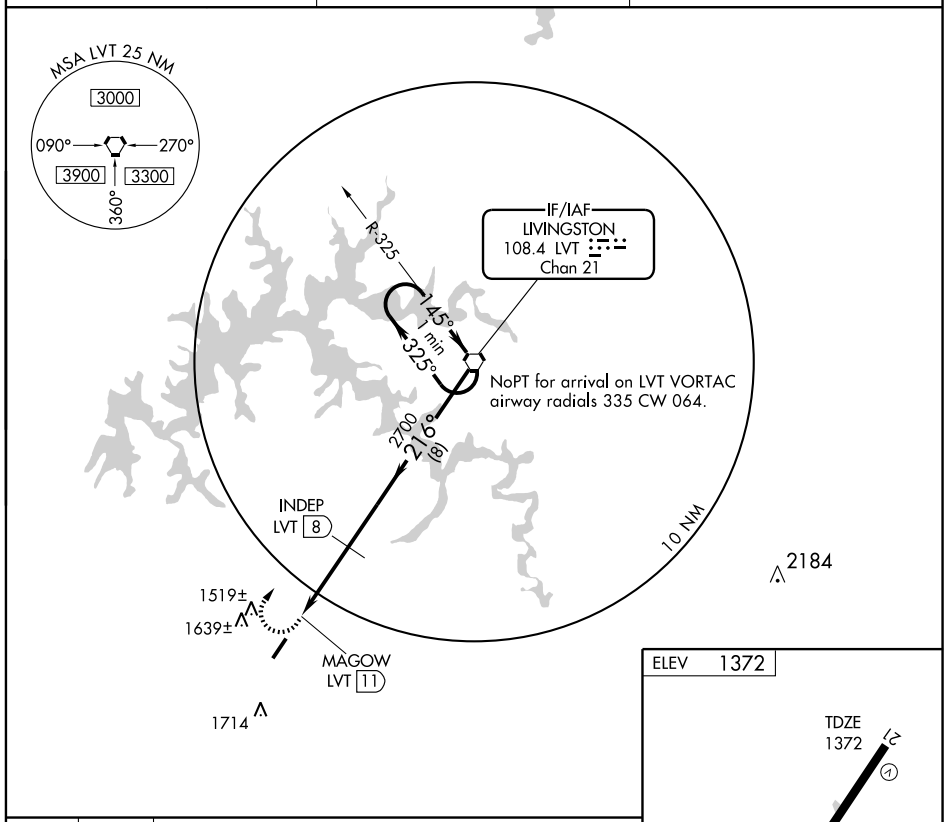
VOR/DME RWY 21
LIVINGSTON MUNI (8A3)

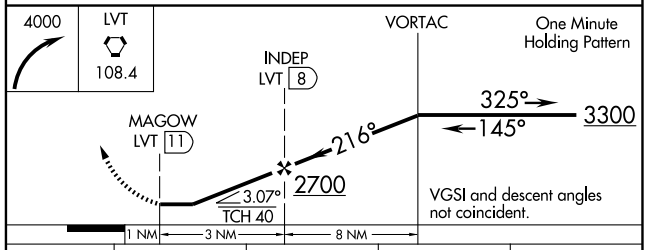
VORTAC LVT	APP CRS	Rwy ldg	5152
108.4	216°	TDZE	1372
Chan 21		Apt Elev	1372

Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet and increase S-21 Cat C visibility ¼ mile, S-21 Cat D visibility and Circling Cat C/D visibilities ½ mile.

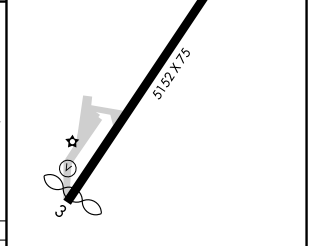
MISSED APPROACH: Climbing right turn to 4000 direct LVT VORTAC and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
126.175	124.625 371.925	122.8 (CTAF)





CATEGORY	A	B	C	D
S-21	1880-1¼	508 (600-1¼)	1880-1½	508 (600-1½)
CIRCLING	1880-1¼ 508 (600-1¼)	2080-1¼ 708 (800-1¼)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)



MIRL Rwy 3-21
REIL Rwys 3 and 21

APP CRS	Rwy ldg	3641
048°	TDZE	1031
	Apt Elev	1031

RNAV (GPS) RWY 5

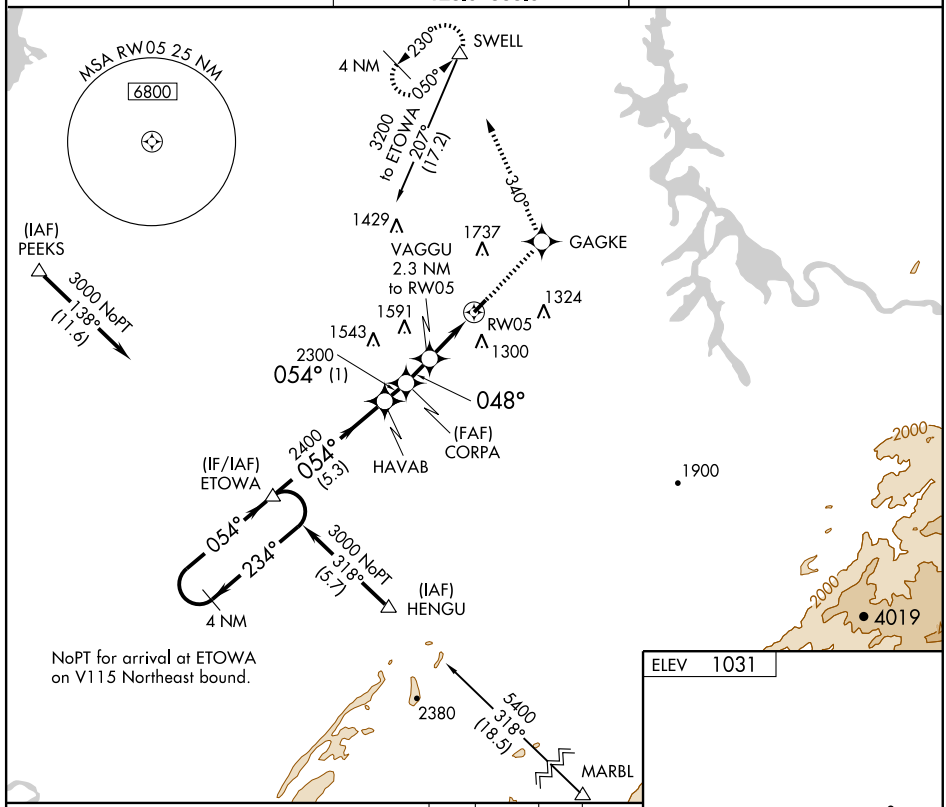
MADISONVILLE/ MONROE COUNTY (MNV)

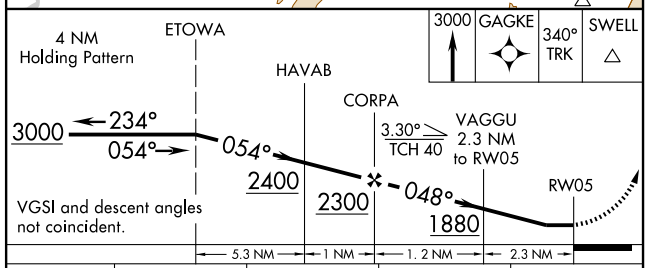
T NA

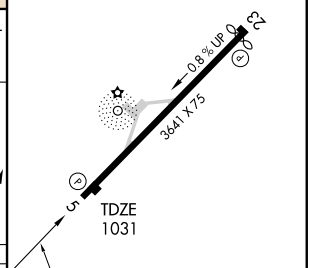
Circling to Rwy 23 NA at night. When VGSI inop, procedure NA at night. Circling NA NW of Rwy 5-23. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cat. C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct GAGKE and via 340° track to SWELL and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
118.475	123.9 353.6	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1780-1 749 (800-1)	1780-1¼ 749 (800-1¼)	1780-2¼ 749 (800-2¼)	NA
CIRCLING	1780-1 749 (800-1)	1780-1¼ 749 (800-1¼)	1780-2¼ 749 (800-2¼)	NA

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3501
231°	TDZE	1002
	Apt Elev	1031

RNAV (GPS) RWY 23

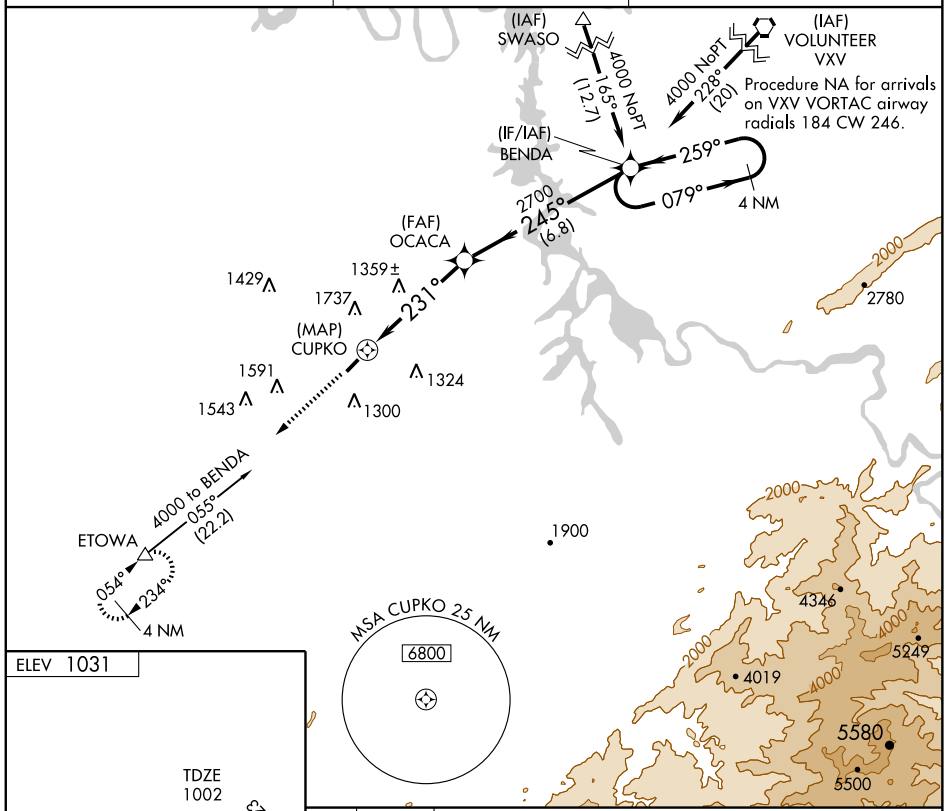
MADISONVILLE/ MONROE COUNTY (MNV)

NA

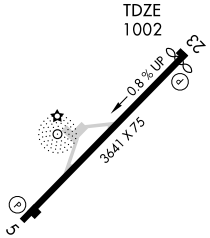
Circling NA NW of Rwy 5-23. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cat. C visibilities ¼ mile.

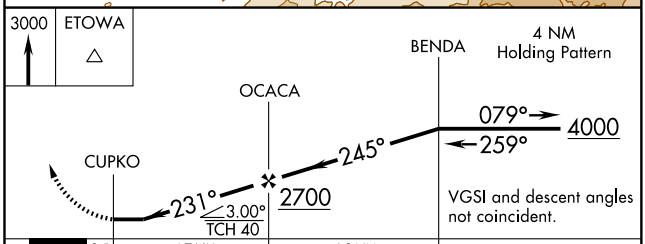
MISSED APPROACH: Climb to 3000 direct ETOWA and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
118.475	123.9 353.6	123.0 (CTAF)



ELEV 1031





CATEGORY	A	B	C	D
LNAV MDA	1620-1 618 (600-1)		1620-1¾ 618 (600-1¾)	NA
CIRCLING	1620-1 589 (600-1)		1620-1¾ 589 (600-1¾)	NA

MIRL Rwy 5-23
REIL Rwys 5 and 23

APP CRS 233°	Rwy ldg 4710 TDZE 1026 Apt Elev 1032

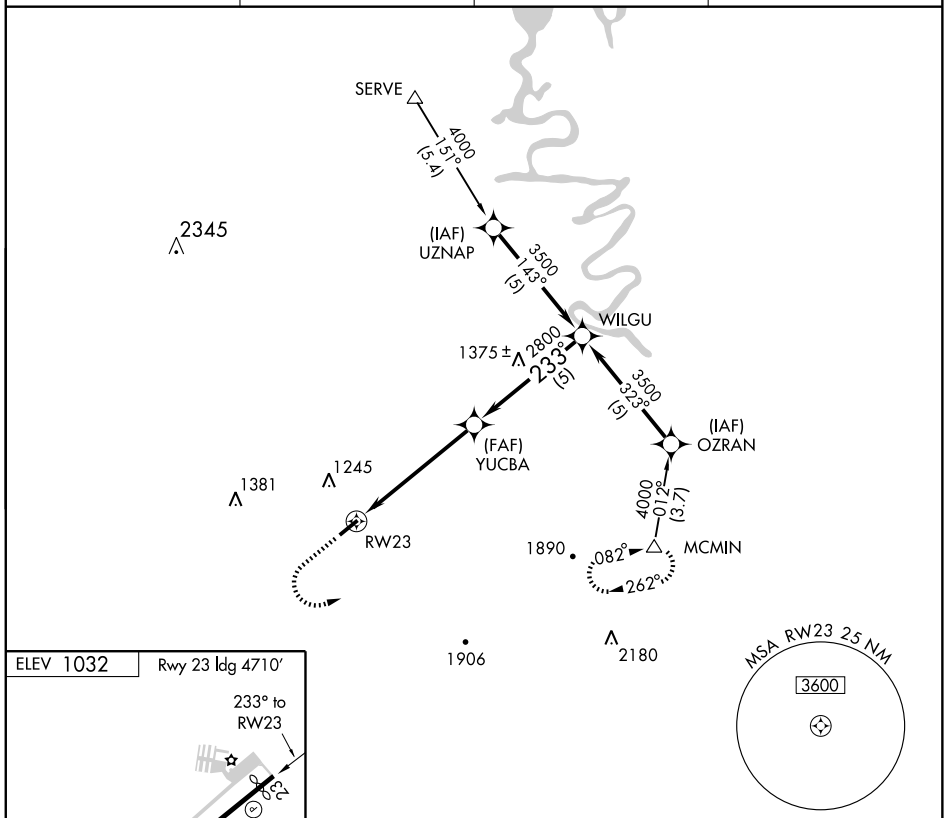
GPS RWY 23

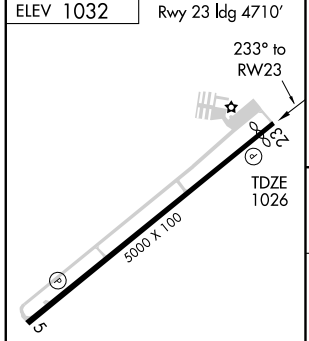
MC MINNVILLE/ WARREN COUNTY MEMORIAL (RNC)

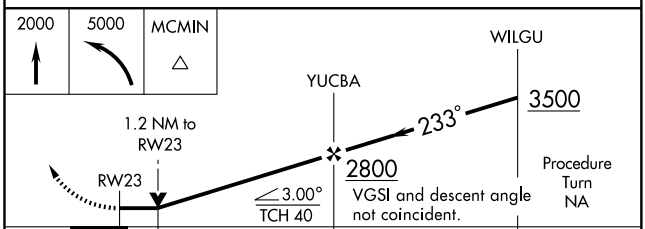
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct MCMIN WP and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
135.525	126.75 353.5	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	1440-1	414 (500-1)	1440-1¼	414 (500-1¼)
CIRCLING	1520-1	488 (500-1)	1600-1½ 568 (600-1½)	1660-2 628 (700-2)

REIL Rwys 5 and 23
MIRL Rwy 5-23 L

LOC I-RNC	APP CRS	Rwy ldg	4710
111.5	233°	TDZE	1026
		Apt Elev	1032

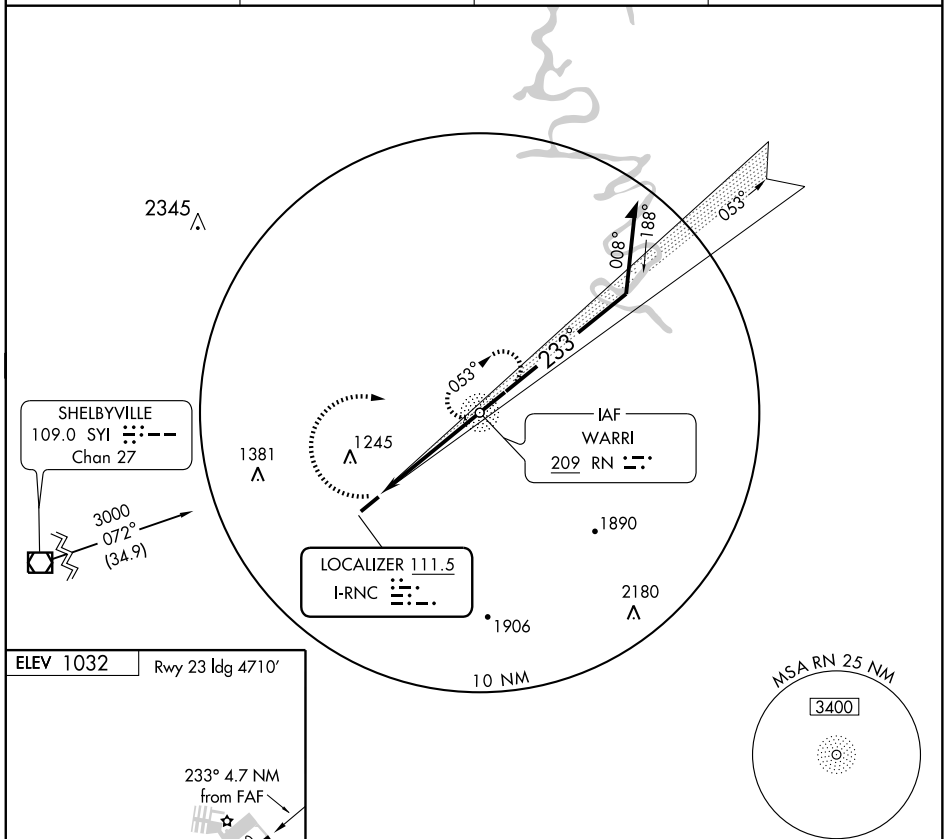
LOC RWY 23

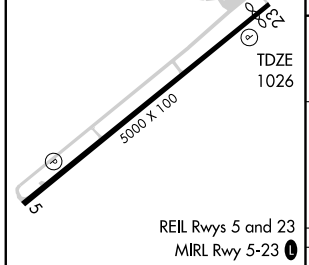
MC MINNVILLE/ WARREN COUNTY MEMORIAL (RNC)

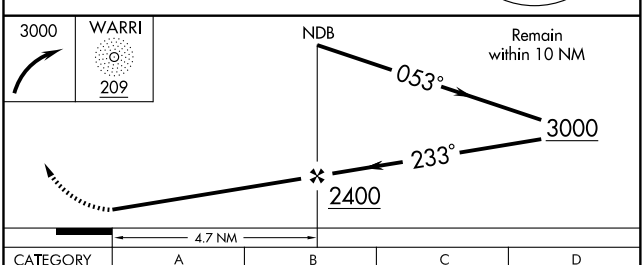
ADF REQUIRED.
NA
If local altimeter setting not received, use Crossville altimeter setting and increase all MDAs 200 feet.

MISSED APPROACH: Climbing right turn to 3000 direct WARRI NDB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
135.525	126.75 353.5	121.725	122.8 (CTAF) L







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-23	1440-1	414 (500-1)	1440-1¼	414 (500-1¼)
CIRCLING	1520-1	488 (500-1)	1560-1½ 528 (600-1½)	1600-2 568 (600-2)

APP CRS	Rwy ldg	3800
152°	TDZE	224
	Apt Elev	224

GPS RWY 17

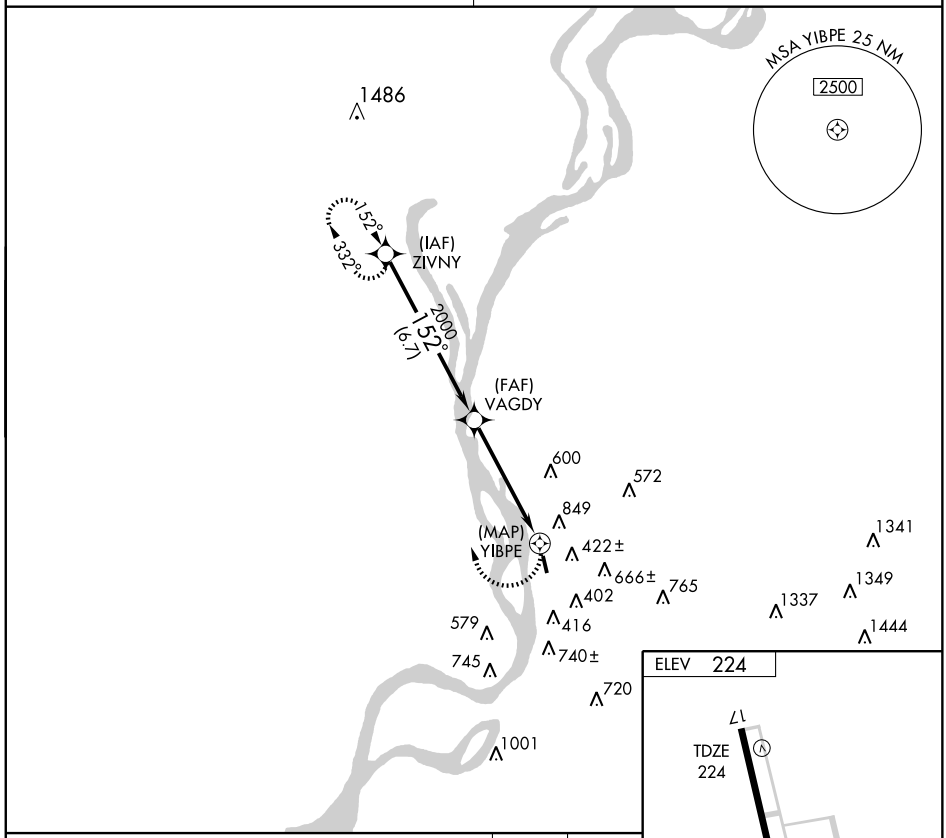
MEMPHIS/ GENERAL DEWITT SPAIN (MØ1)

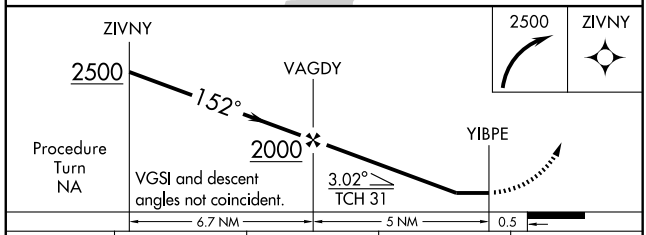
NA

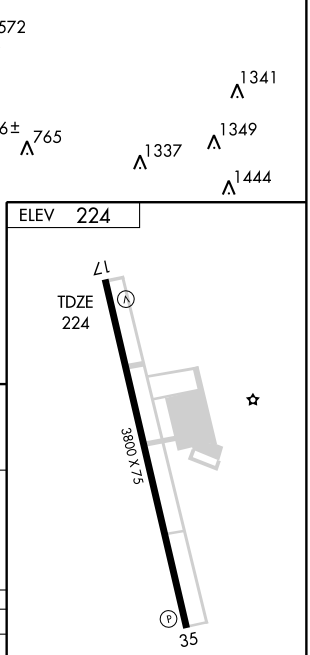
Use Memphis International altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct ZIVNY WP and hold.

MEMPHIS APP CON	UNICOM
119.1 291.6	**122.7** (CTAF)







MIRL Rwy 17-35
REIL Rwys 17 and 35

CATEGORY	A	B	C	D
S-17	1040-1 816 (900-1)	1040-1¼ 816 (900-1¼)	1040-2½ 816 (900-2½)	NA
CIRCLING	1240-1¼ 1016 (1100-1¼)	1240-1½ 1016 (1100-1½)	1240-3 1016 (1100-3)	NA

SE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC MEM	APP CRS	Rwy ldg 3800
117.5	162°	TDZE 224
Chan 122		Apt Elev 224

VOR RWY 17

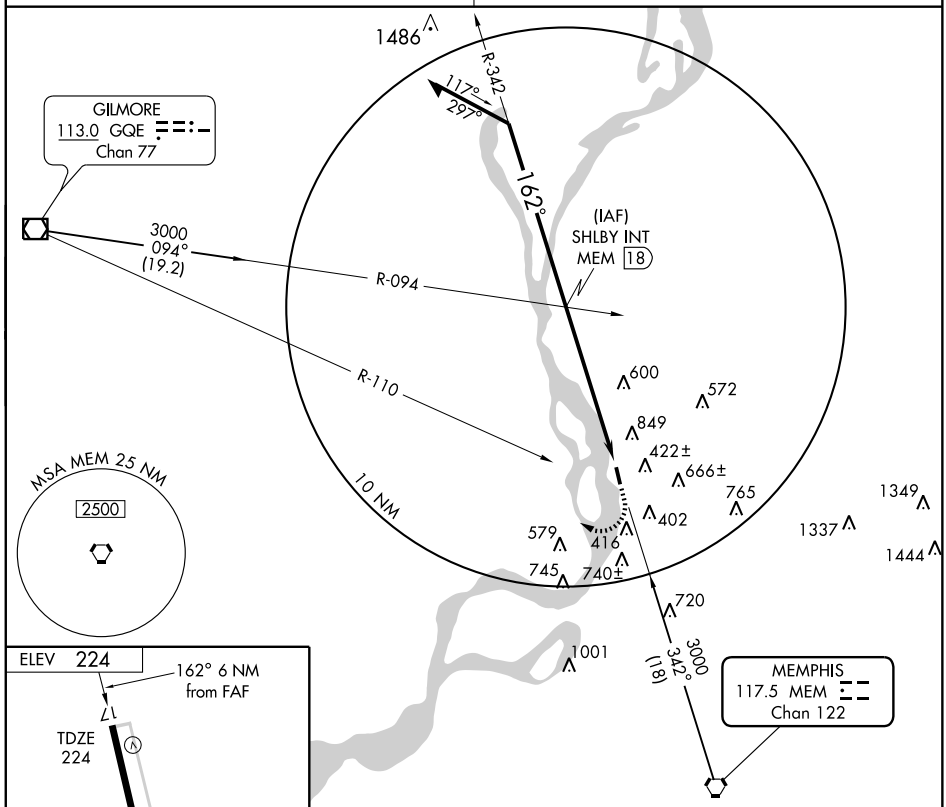
MEMPHIS/ GENERAL DEWITT SPAIN (MØ1)

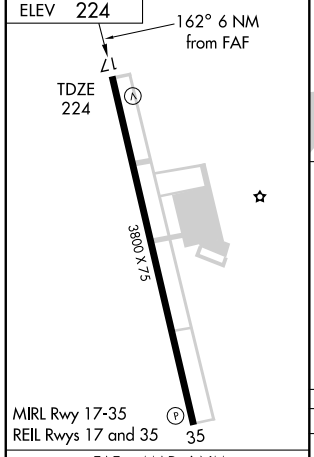
NA

Use Memphis International altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 via GQE R-110 to GQE VOR/DME.

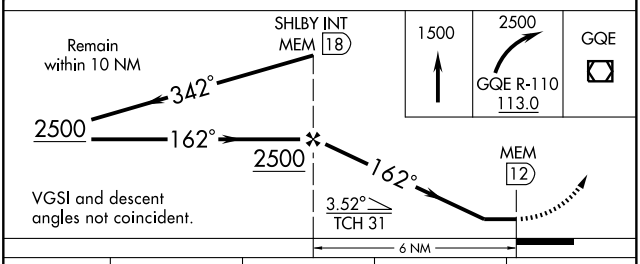
MEMPHIS APP CON	UNICOM
119.1 291.6	122.7 (CTAF)





MIRL Rwy 17-35
REIL Rwys 17 and 35

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



VGSI and descent angles not coincident.

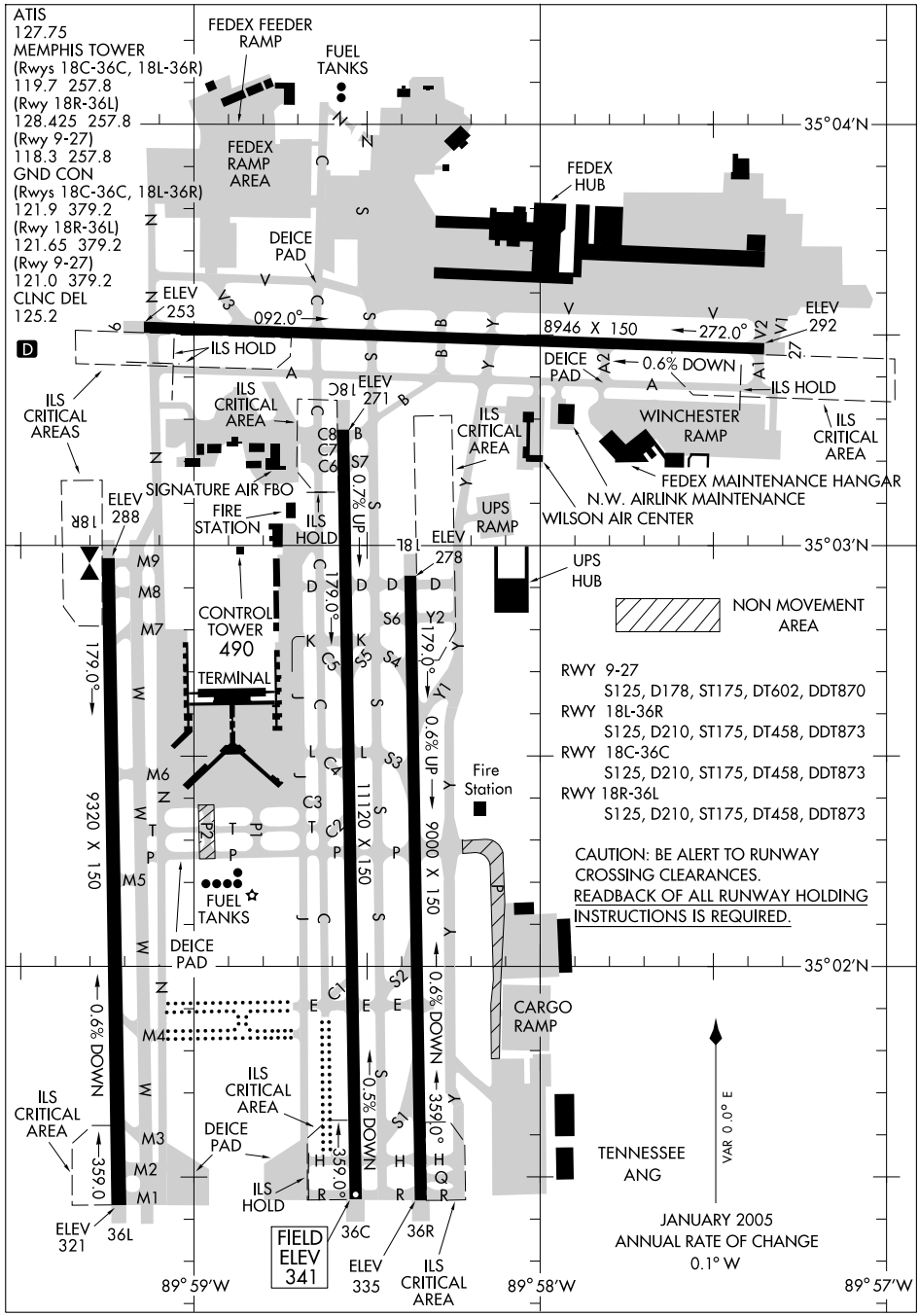
CATEGORY	A	B	C	D
S-17	1200-1¼ 976 (1000-1¼)	1200-1½ 976 (1000-1½)	1200-3 976 (1000-3)	NA
CIRCLING	1240-1¼ 1016 (1100-1¼)	1240-1½ 1016 (1100-1½)	1240-3 1016 (1100-3)	NA

SE-1. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

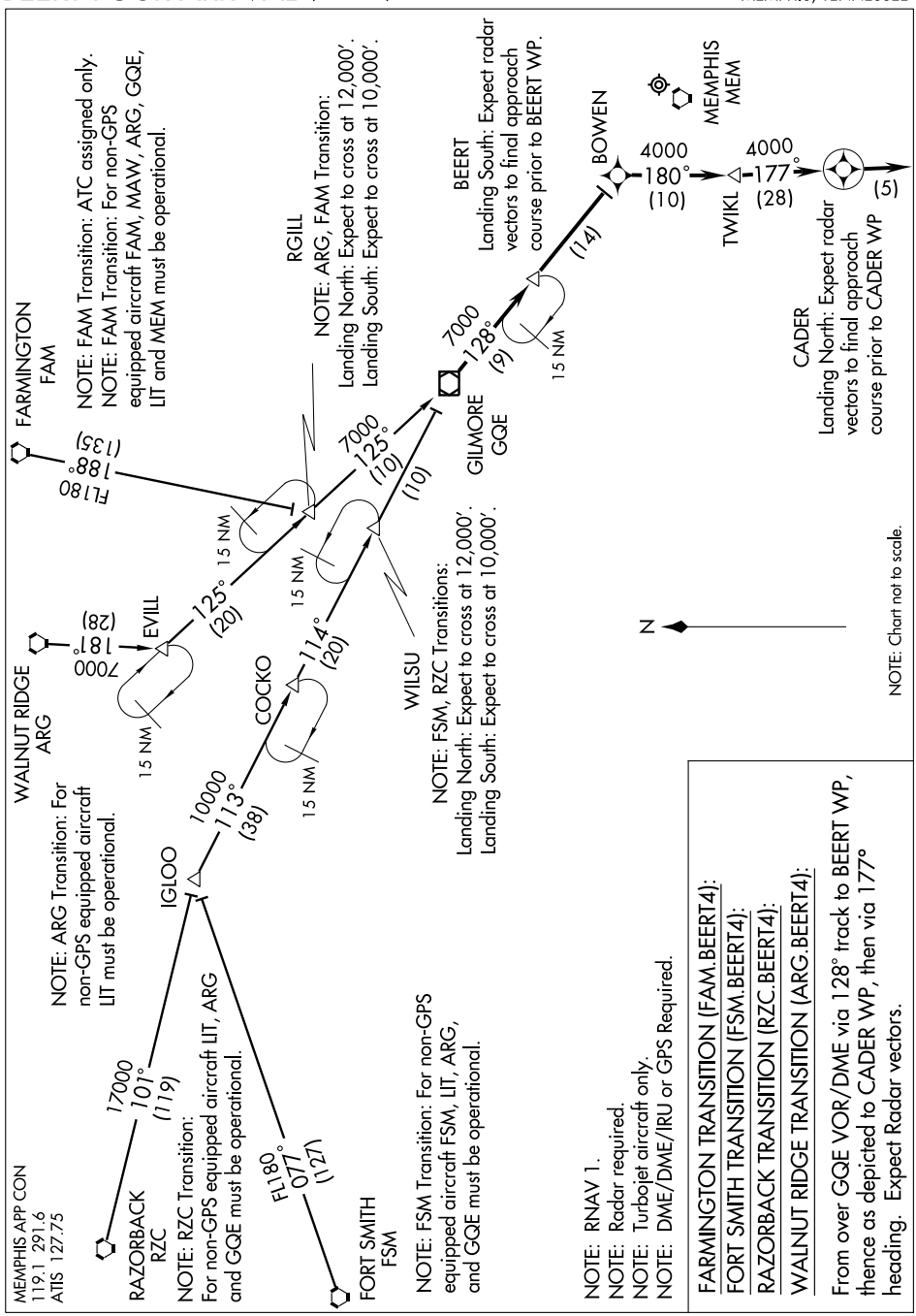
AL-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE



BEERT FOUR ARRIVAL (RNAV)

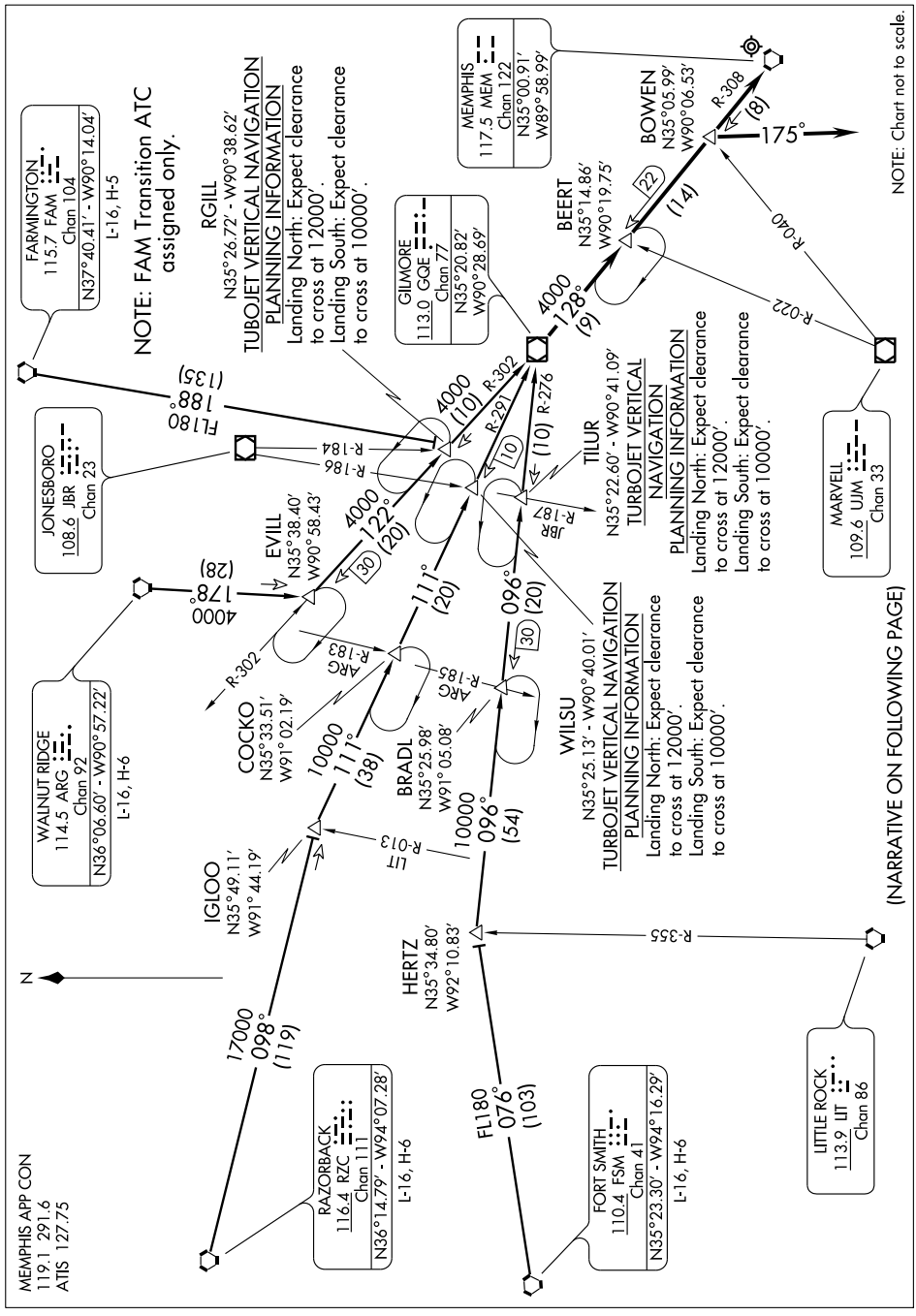
MEMPHIS INTL
MEMPHIS, TENNESSEE



GILMORE THREE ARRIVAL (GQE.GQE3)

ST-253 (FAA)

MEMPHIS INTL
MEMPHIS, TENNESSEE



ARRIVAL DESCRIPTION

FARMINGTON TRANSITION (FAM.GQE3): From over FAM VORTAC via FAM R-188 to RGILL INT, then via GQE R-302 to GQE VOR/DME. Thence. . . .
FORT SMITH TRANSITION (FSM.GQE3): From over FSM VORTAC via FSM R-076 to HERTZ INT, then via GQE R-276 to GQE VOR/DME. Thence. . . .
RAZORBACK TRANSITION (RZC.GQE3): From over RZC VORTAC via RZC R-098 to IGLOO INT, then via GQE R-291 to GQE VOR/DME. Thence. . . .
WALNUT RIDGE TRANSITION (ARG.GQE3): From over ARG VORTAC via ARG R-178 to EVILL INT, then via GQE R-302 to GQE VOR/DME. Thence. . . .

. . . .FROM OVER GQE VOR/DME

TURBOJETS/TURBOPROPS LANDING NORTH: From over GQE VOR/DME via MEM R-308 to BOWEN INT. Thence heading 175° for vector to final approach course.
TURBOJETS/TURBOPROPS LANDING SOUTH: From over GQE VOR/DME via MEM R-308 to MEM VORTAC. Expect vectors to final approach course passing GQE VOR/DME.
NON-TURBINE AIRCRAFT ALL RUNWAYS: From over GQE VOR/DME via MEM R-308 to MEM VORTAC. Expect vectors to final approach course passing GQE VOR/DME.

HOLLY ONE ARRIVAL (HLI.HLI1)

ST-253 (FAA)

MEMPHIS INTL
MEMPHIS, TENNESSEE

MEMPHIS APP CON
125.8 338.3
ATIS 127.75

CHOO CHOO TRANSITION (GQO.HLI1): From over GQO VORTAC via GQO R-262 and MSL R-081 to MSL VORTAC, then via MSL R-266 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence. . . .

HAMILTON TRANSITION (HAB.HLI1): From over HAB VORTAC via HAB R-299 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence. . . .

MUSCLE SHOALS TRANSITION (MSL.HLI1): From over MSL VORTAC via MSL R-266 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence. . . .

TUPELO TRANSITION (OTB.HLI1): From over OTB VOR/DME via OTB R-317 to MEGGY INT, then via HLI R-102 to HLI VORTAC. Thence. . . .

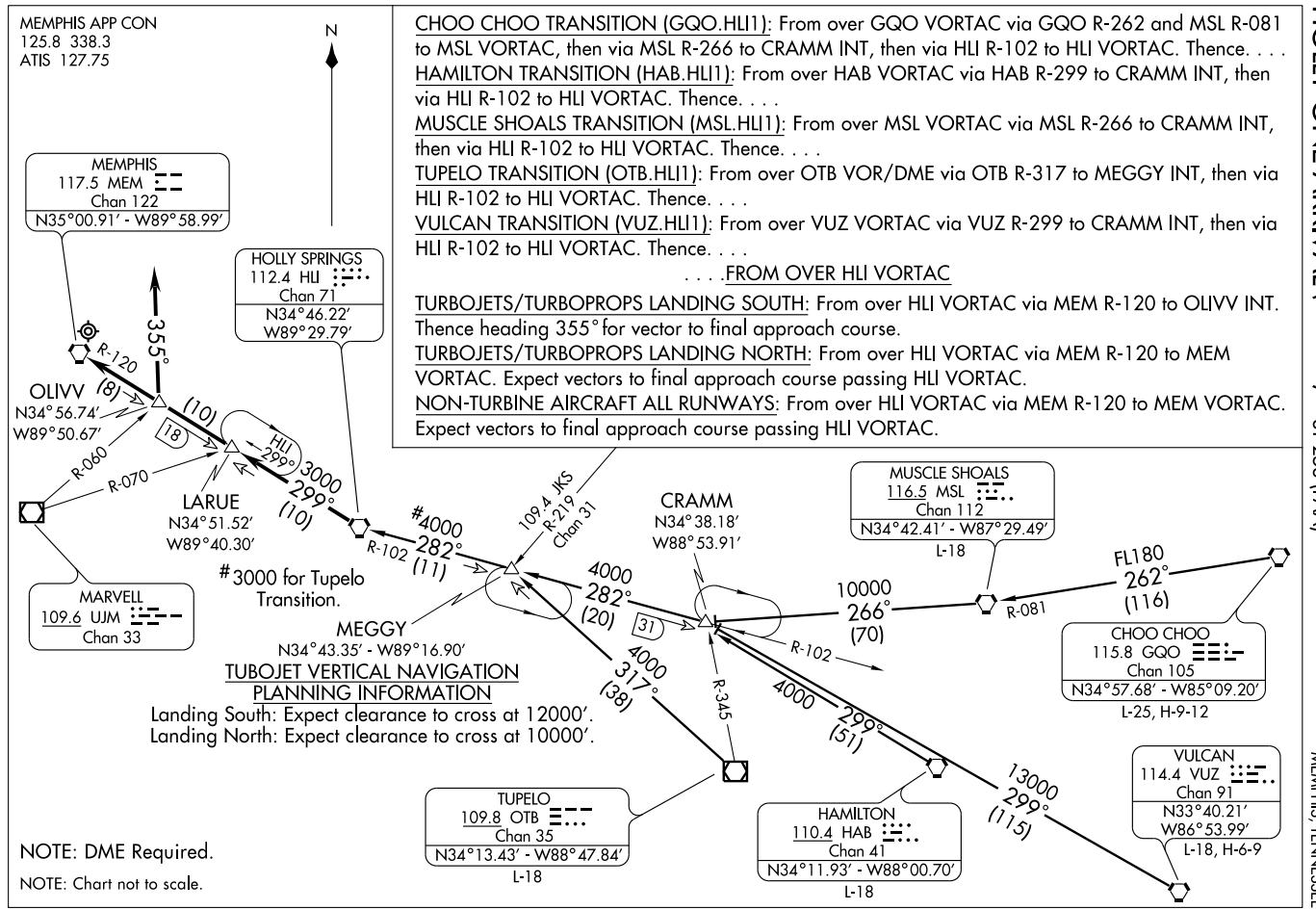
VULCAN TRANSITION (VUZ.HLI1): From over VUZ VORTAC via VUZ R-299 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence. . . .

. . . .FROM OVER HLI VORTAC

TURBOJETS/TURBOPROPS LANDING SOUTH: From over HLI VORTAC via MEM R-120 to OLIVV INT. Thence heading 355° for vector to final approach course.

TURBOJETS/TURBOPROPS LANDING NORTH: From over HLI VORTAC via MEM R-120 to MEM VORTAC. Expect vectors to final approach course passing HLI VORTAC.

NON-TURBINE AIRCRAFT ALL RUNWAYS: From over HLI VORTAC via MEM R-120 to MEM VORTAC. Expect vectors to final approach course passing HLI VORTAC.



TUBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Landing South: Expect clearance to cross at 12000′.
Landing North: Expect clearance to cross at 10000′.

NOTE: DME Required.

NOTE: Chart not to scale.

LOC I-MEM	APP CRS	Rwy ldg	8946
109.5	091°	TDZE	259
		Apt Elev	341

ILS or LOC RWY 9
MEMPHIS INTL (MEM)

For inoperative MALSR, increase S-ILS 9 Cat. E visibility to RVR 4000 and S-LOC 9 Cat. E visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via MEM R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1 291.6	(176°-355°)
125.8 338.3	(356°-175°)

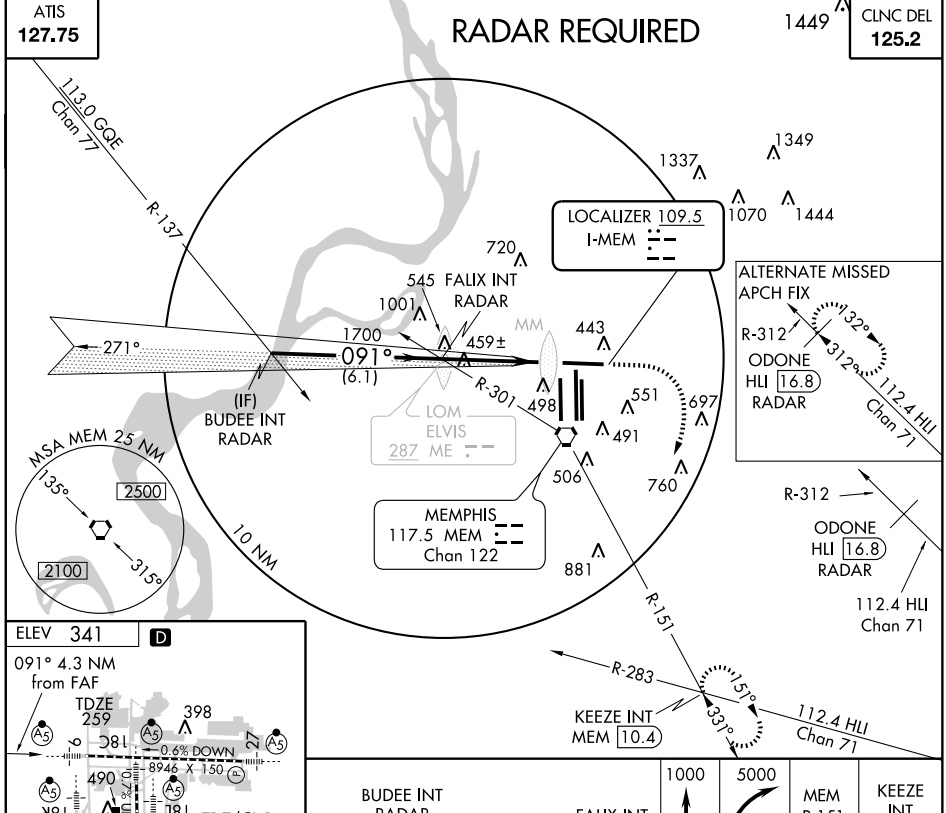
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

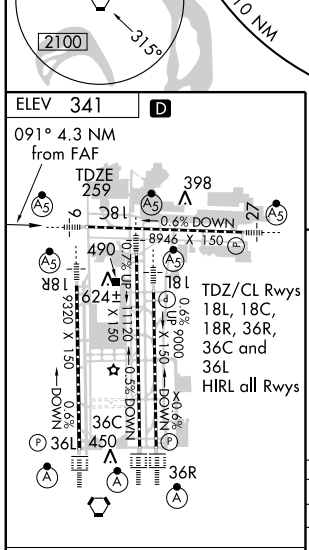
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

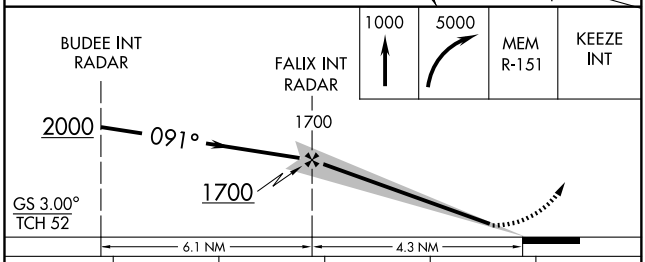
ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 9	466/24 207 (200-½)				
S-LOC 9	720/24 461 (400-½)		720/40 461 (400-¾)	720/50 461 (400-1)	720/60 461 (400-1¼)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-SDU	APP CRS	Rwy ldg	11120
111.95	178°	TDZE	290
		Apt Elev	341

ILS or LOC RWY 18C

MEMPHIS INTL (MEM)

For inoperative MALSR, increase S-ILS 18C all Cats visibility to RVR 5000, S-LOC 18C Cat. E visibility to 2, TRVOR fix minimums increase S-LOC 18C Cat. E visibility to 1½. DME or Radar required.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 via MEM VORTAC R-151 to KEEZE IN/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

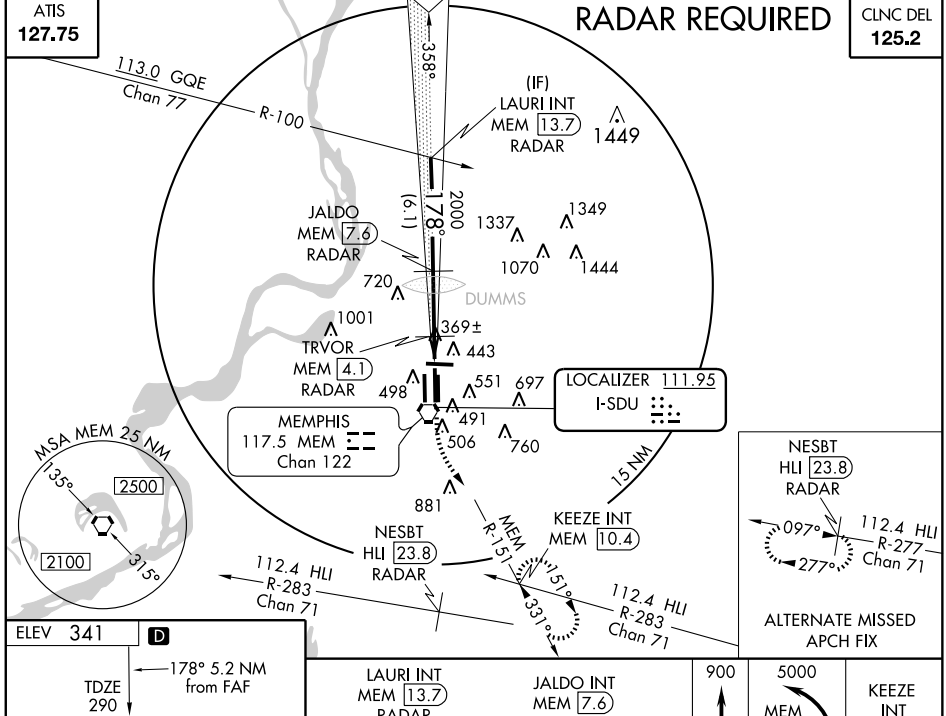
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

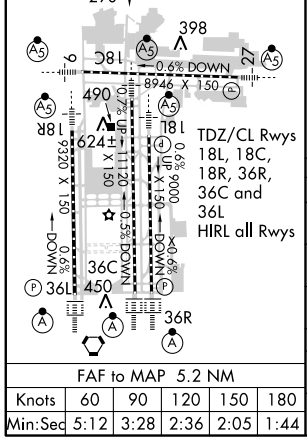
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

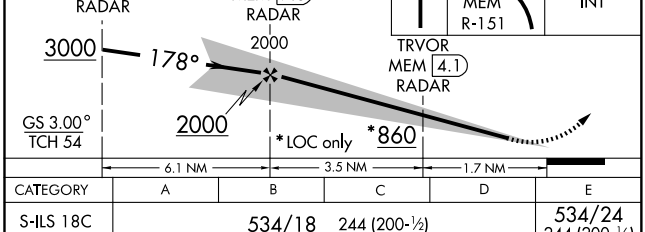
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2







FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D	E
S-ILS 18C	534/18 244 (200-½)				534/24 244 (200-½)
S-LOC 18C	860/24 570 (600-½)		860/50 570 (600-1)	860/60 570 (600-1¼)	860-1½ 570 (600-1½)
CIRCLING	860-1 519 (600-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)
TRVOR FIX MINIMUMS					
S-LOC 18C	700/24 410 (400-½)		700/40 410 (400-¾)		700/50 410 (400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

SE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-EXS	APP CRS	Rwy ldg	9000
111.15	178°	TDZE	301
Chan 48 (Y)		Apt Elev	341

ILS or LOC RWY 18L
MEMPHIS INTL (MEM)

For inoperative MALSR, increase S-ILS 18L Cat. E visibility to RVR 4000, S-LOC 18L Cat. E visibility to 1¾, BRYSN Fix Minimums, increase S-LOC 18L Cats. D and E visibility to RVR 5000. DME or Radar Required.
Simultaneous approach authorized with runway 18R.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 via MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

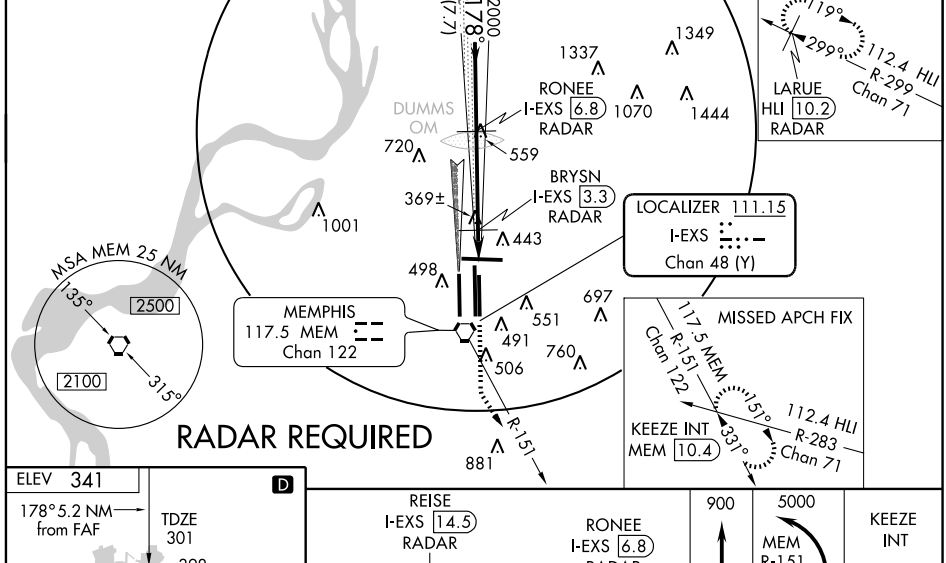
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

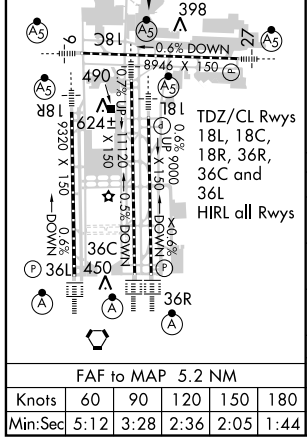
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

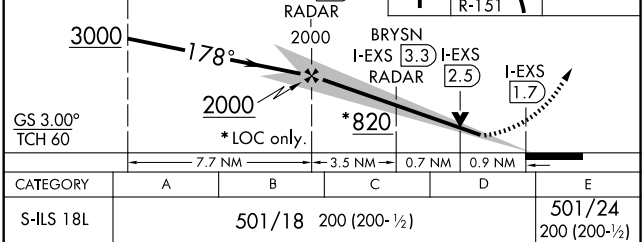
CLNC DEL 125.2



RADAR REQUIRED



FAF to MAP 5.2 NM				
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D	E
S-ILS 18L	501/18 200 (200-½)				501/24 200 (200-½)
S-LOC 18L	820/24 519 (500-½)		820/50 519 (500-1)	820/60 519 (500-1¼)	
CIRCLING	820-1 479 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)
BRYSN FIX MINIMUMS					
S-LOC 18L	620/24 319 (300-½)			620/40 319 (300-¾)	
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

SE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-OOI	APP CRS	Rwy ldg	9127
109.9	178°	TDZE	295
		Apt Elev	341

ILS or LOC RWY 18R
MEMPHIS INTL (MEM)

Simultaneous approach authorized with Rwy18L. DME or RADAR Required. For inoperative MALSR, increase S-ILS 18R Cat. E visibility to RVR 4000, S-LOC 18R Cat. E visibility to 2, SAAMM FIX minimums, increase S-LOC 18R Cat. E visibility to 1½.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 5000 via MEM VORTAC R-212 to JEPOB INT/UJM 20 DME and hold

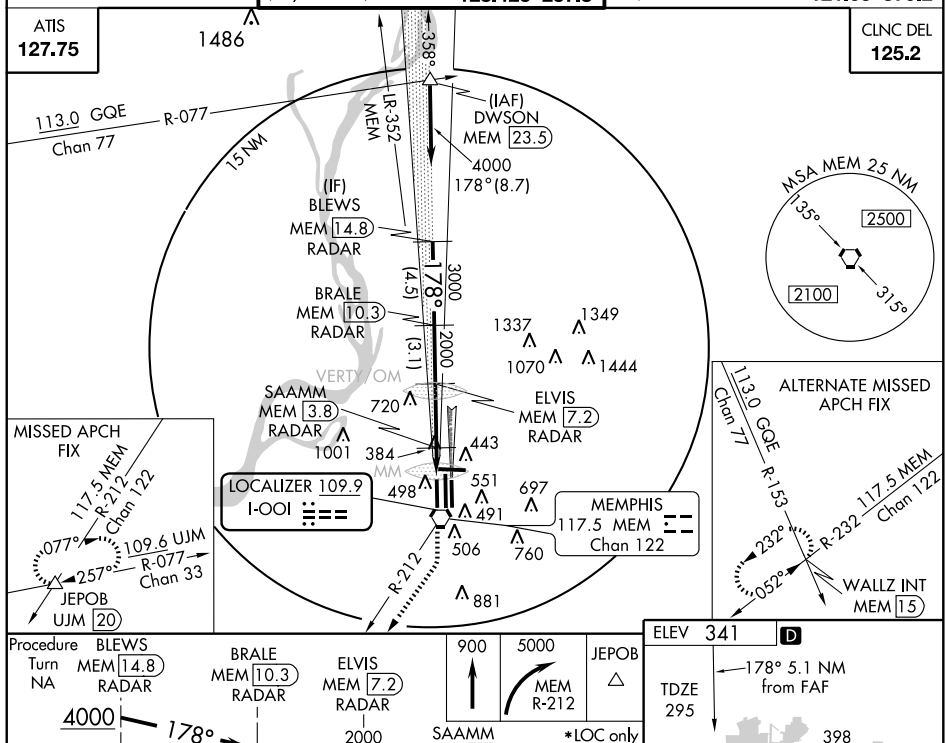
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

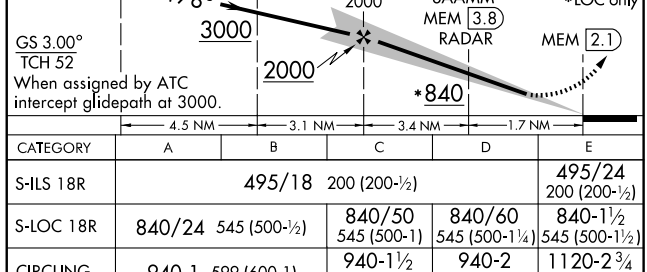
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

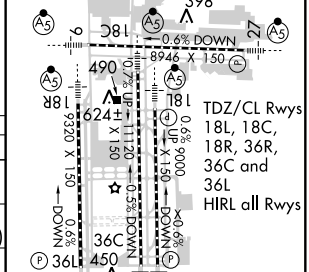
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2







CATEGORY	A	B	C	D	E
S-ILS 18R	495/18 200 (200-½)				495/24 200 (200-½)
S-LOC 18R	840/24 545 (500-½)		840/50 545 (500-1)	840/60 545 (500-1¼)	840-1½ 545 (500-1½)
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	940-2 599 (600-2)	1120-2¾ 779 (800-2¾)
SAAMM FIX MINIMUMS					
S-LOC 18R	700/24 405 (400-½)		700/40 405 (400-¾)		700/50 405 (400-1)
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	940-2 599 (600-2)	1120-2¾ 779 (800-2¾)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-JIM	APP CRS	Rwy ldg	8946
108.7	271°	TDZE	292
		Apt Elev	341

ILS or LOC RWY 27
MEMPHIS INTL (MEM)

For inoperative MALSR, increase S-ILS 27 Cat. E visibility to RVR 4000 and S-LOC 27 Cat. E visibility to 1½.

MALSR

MISSED APPROACH: Climb to 2500 and intercept MEM VORTAC R-285, then continue climb to 5000 via MEM VORTAC R-285 to GOWRI INT/MEM 17 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

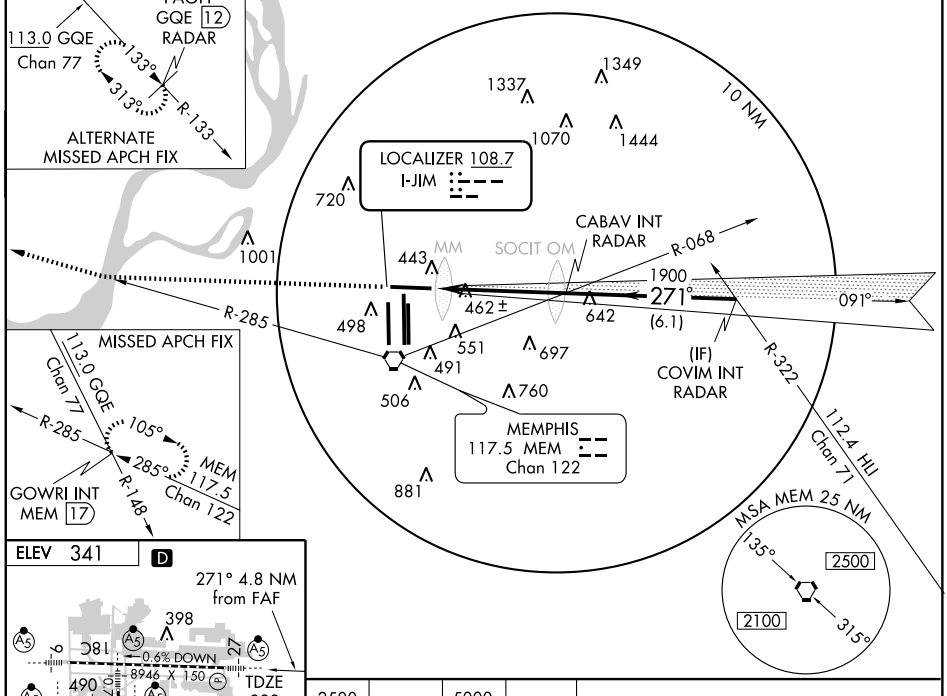
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

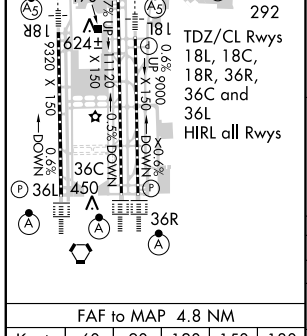
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

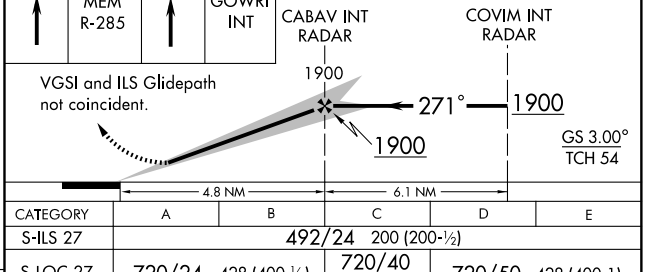
ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 27	492/24 200 (200-½)				
S-LOC 27	720/24 428 (400-½)		720/40 428 (400-¾)	720/50 428 (400-1)	
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-1. 14 JAN 2010 to 11 FEB 2010

ILS or LOC RWY 36C
MEMPHIS INTL (MEM)

LOC/DME I-TSE	APP CRS	Rwy ldg 11120
110.5	358°	TDZE 341
Chan 42		Apt Elev 341

For inoperative ALSF-2, increase S-ILS 36C Cat. E visibility to RVR 4000 and S-LOC 36C Cat. E visibility to 1½. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.

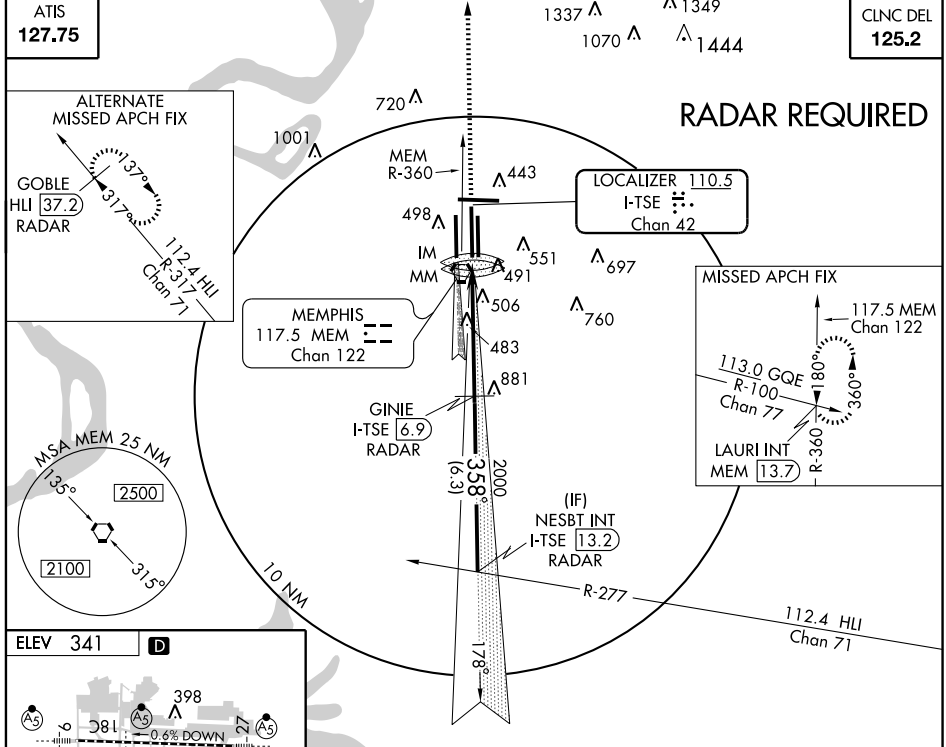
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

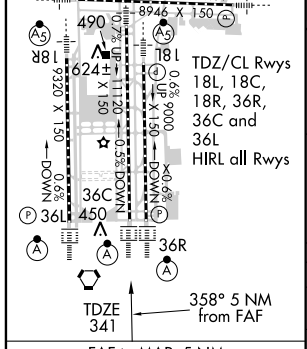
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

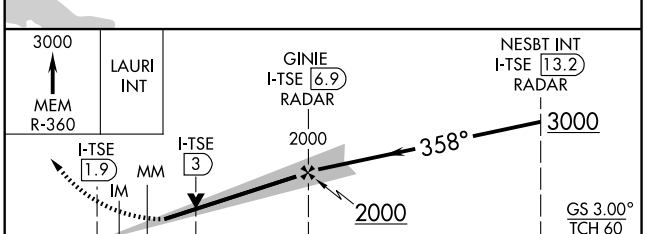
CLNC DEL 125.2



ELEV 341 D



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D	E
S-ILS 36C	541/18 200 (200-½)				541/24 200 (200-½)
S-LOC 36C	740/24 399 (400-½)			740/40 399(400-¾)	740/50 399(400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

SE-1. 14 JAN 2010 to 11 FEB 2010

ILS or LOC RWY 36L
MEMPHIS INTL (MEM)

LOC/DME I-OHN	APP CRS	Rwy ldg 9320
108.9	358°	TDZE 321
Chan 26		Apt Elev 341

Simultaneous approach authorized with runway 36R. For inoperative ALSF, increase S-ILS 36L Cat. E visibility to RVR 4000 and S-LOC 36L visibility to 1½. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

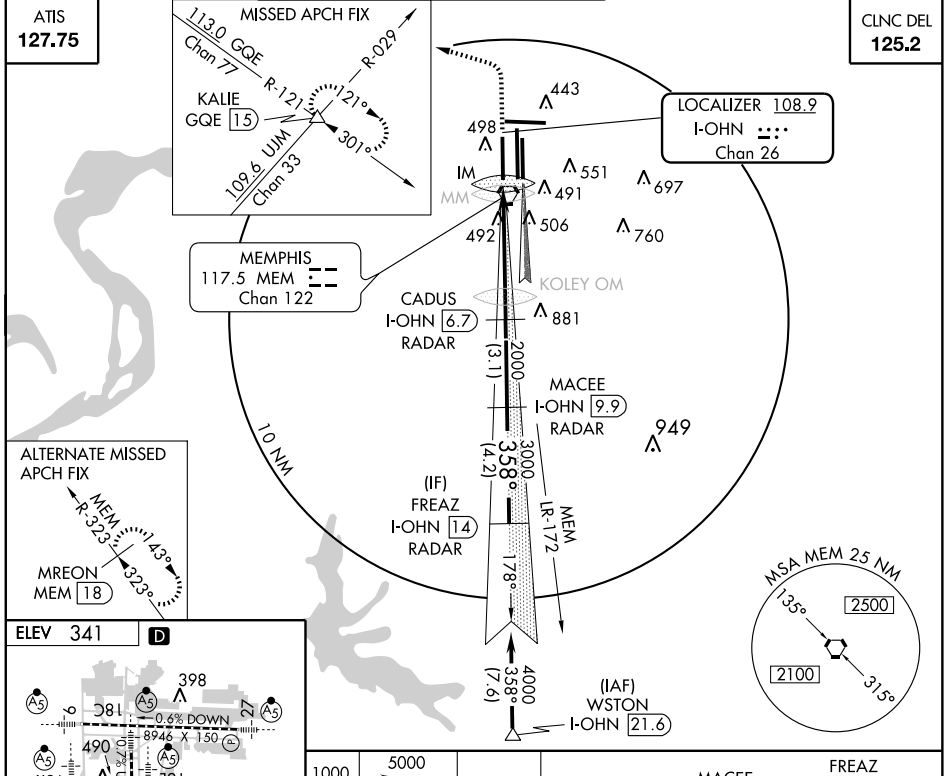
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

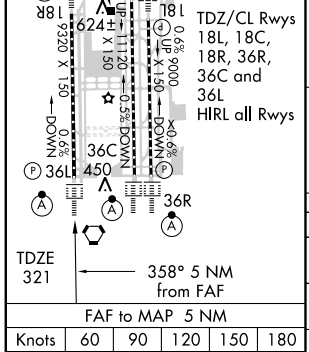
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

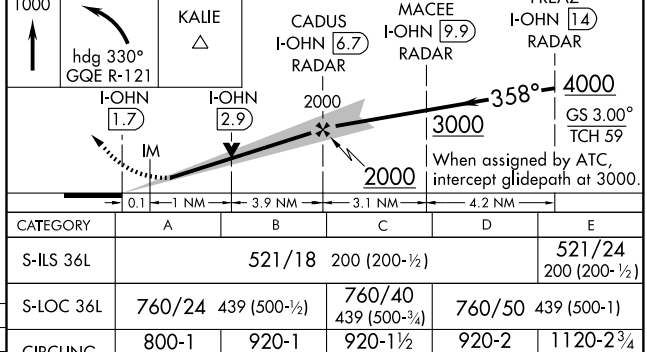
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2







CATEGORY	A	B	C	D	E
S-ILS 36L	521/18 200 (200-½)				521/24 200 (200-½)
S-LOC 36L	760/24 439 (500-½)		760/40 439 (500-¾)	760/50 439 (500-1)	
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

LOC/DME I-MYO	APP CRS	Rwy ldg	9000
111.35	358°	TDZE	335
Chan 50 (Y)		Apt Elev	341

ILS or LOC RWY 36R

MEMPHIS INTL (MEM)

For inoperative ALSF, increase S-ILS 36R Cat. E visibility to RVR 4000 and S-LOC 36R Cat. E visibility to 1½. Simultaneous approach authorized with Rwy 36L. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON			MEMPHIS TOWER			GND CON		
119.1	291.6	(176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0	379.2
125.8	338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2
			(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED

MSA MEM 25 NM
135° 2500
2100 315°

OROCU
MEM 15
220° 040°
1349 1337 1070 1444 720 1001 443 498 551 697 491 506 760 881
R-040 R-329
112.4 HLI Chan 71

LOCALIZER 111.35
I-MYO
Chan 50 (Y)

MEMPHIS
117.5 MEM
Chan 122

ALTERNATE MISSED APCH FIX
R-299 119° 299°
LARUE
HLI 10.2
RADAR
112.4 HLI Chan 71

MCGHE
I-MYO 6.6
RADAR

(IF)
HADAN
I-MYO 14
RADAR

2000 (7.3) 358° 17.8°

10 NM

R-299
LARUE
HLI 10.2
RADAR
112.4 HLI Chan 71

ELEV 341 D

398 18C 27 9 0.6% DOWN 8946 X 150 490 0.7% UP 18L 624± 0.6% UP 9000 X 150 9320 X 150 0.6% DOWN 18R 36C 450 36L 36R

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L
HIRL all Rwys

TDZE 335

358° 5 NM from FAF

1000	5000	MEM	OROCU	MCGHE	HADAN
	hdg 070°	R-040	△	I-MYO 6.6 RADAR	I-MYO 14 RADAR

2000 358° 3000

I-MYO 1.7 I-MYO 2.8 IM 2000

VGSI and ILS glidepath not coincident.

GS 3.00°
TCH 58

0.1 1.1 3.8 NM 7.3 NM

CATEGORY	A	B	C	D	E
S-ILS 36R	535/18 200 (200-½)				535/24 200 (200-½)
S-LOC 36R	760/24 425 (500-½)		760/40 425 (500-¾)		760/50 425 (500-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

LOC/DME I-TSE	APP CRS	Rwy ldg 11120
110.5	358°	TDZE 341
Chan 42		Apt Elev 341

ILS RWY 36C (CAT II)

MEMPHIS INTL (MEM)

DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.

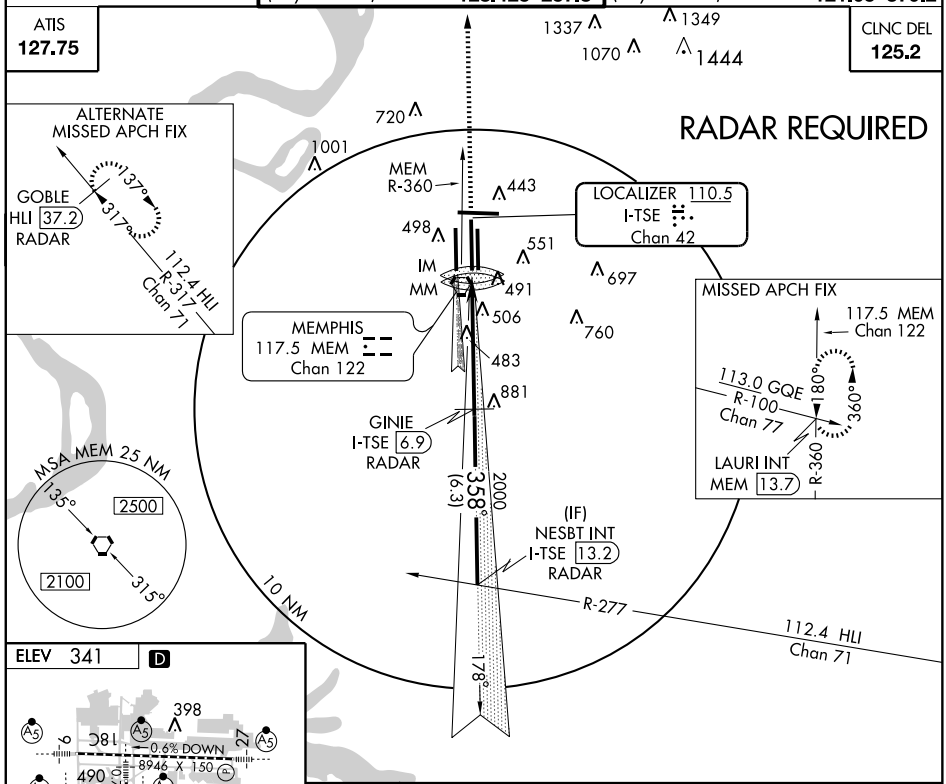
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

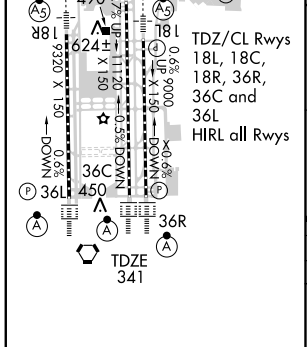
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

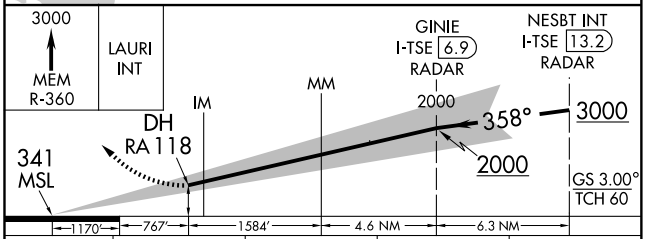
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2







CATEGORY	A	B	C	D
S-ILS 36C	RA 118/12 100 DA 441			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 14 JAN 2010 to 11 FEB 2010

ILS RWY 36C (CAT III)
MEMPHIS INTL (MEM)

LOC/DME I-TSE	APP CRS	Rwy ldg 11120
110.5	358°	TDZE 341
Chan 42		Apt Elev 341

DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.

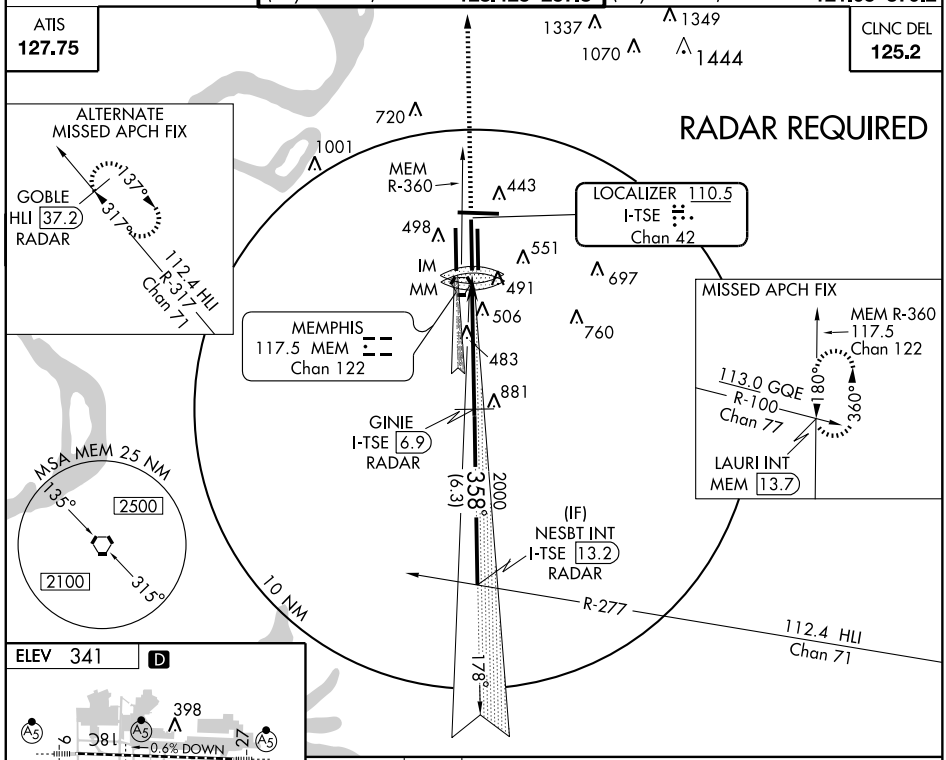
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

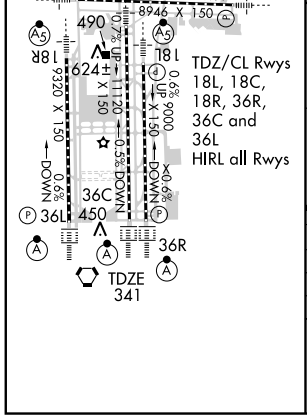
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

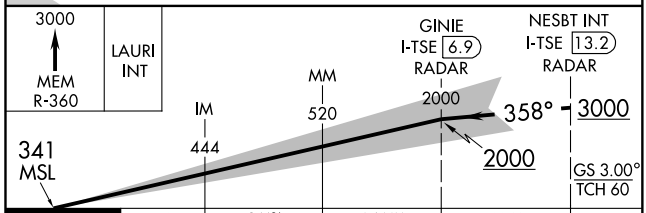
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2







CATEGORY	A	B	C	D
S-ILS 36C		Cat IIIa	RVR 07	
S-ILS 36C		Cat IIIb	RVR 03	
S-ILS 36C		Cat IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 14 JAN 2010 to 11 FEB 2010

ILS RWY 36L (CAT II)
MEMPHIS INTL (MEM)

LOC/DME I-OHN	APP CRS	Rwy ldg 9320
108.9	358°	TDZE 321
Chan 26		Apt Elev 341

Simultaneous approach authorized with runway 36R. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

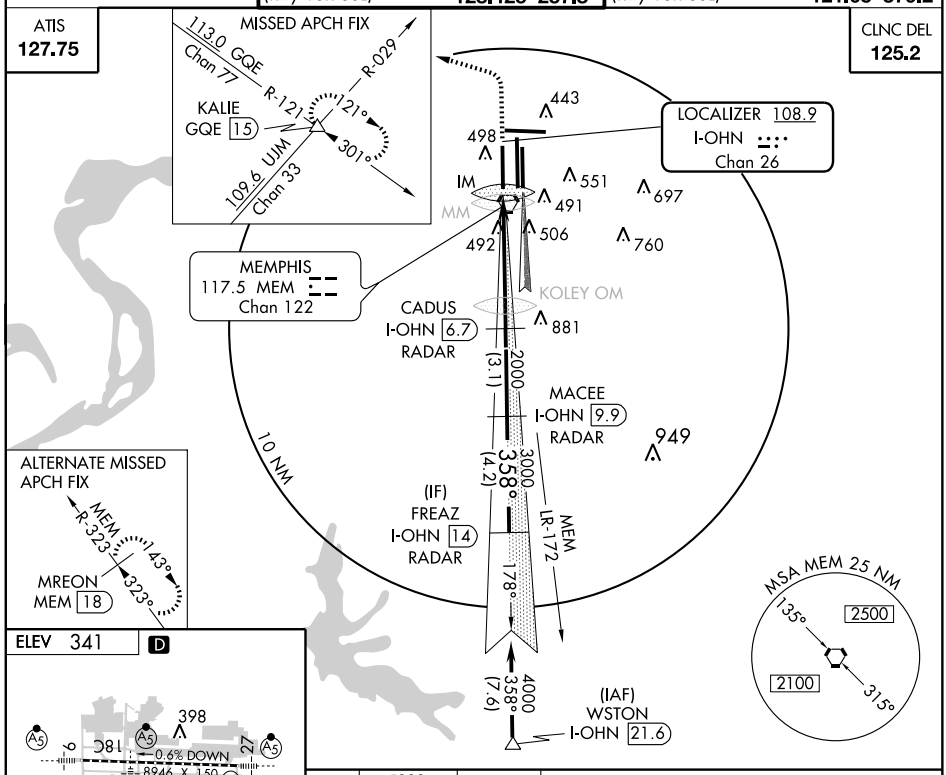
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

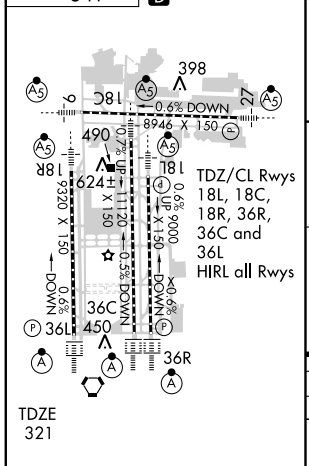
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

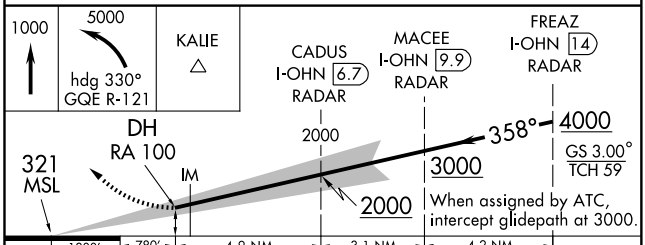
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2







CATEGORY	A	B	C	D
S-ILS 36L	RA 100/12 100 DA 421			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 14 JAN 2010 to 11 FEB 2010

ILS RWY 36L (CAT III)
MEMPHIS INTL (MEM)

LOC/DME I-OHN	APP CRS	Rwy ldg 9320
108.9	358°	TDZE 321
Chan 26		Apt Elev 341

T A Simultaneous approach authorized with runway 36R. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

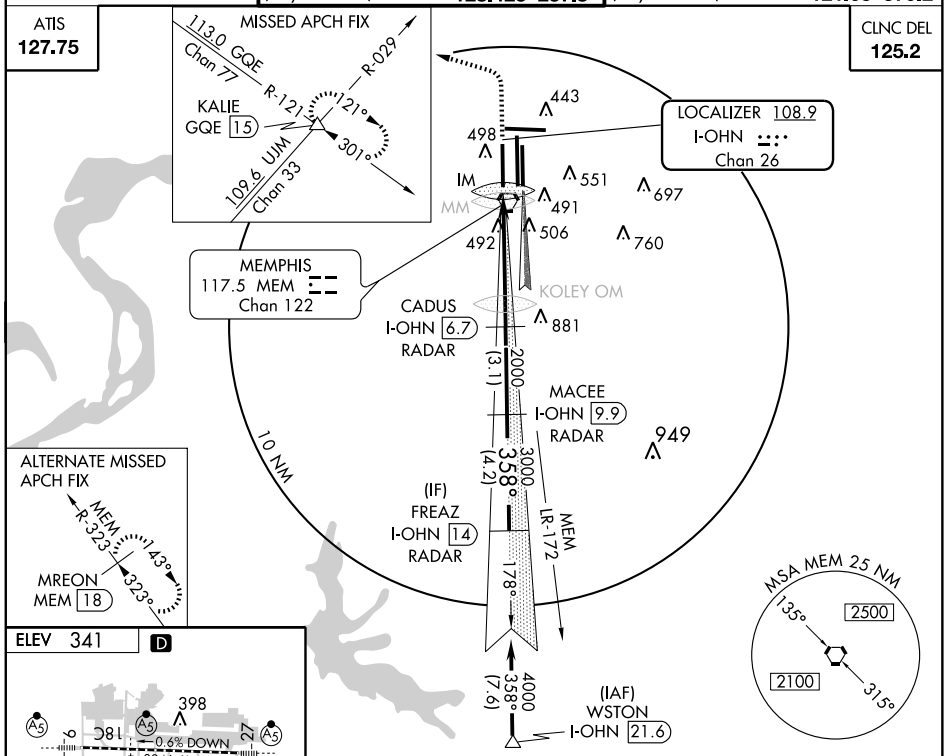
MEMPHIS APP CON		
119.1 291.6	(176°-355°)	
125.8 338.3	(356°-175°)	

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

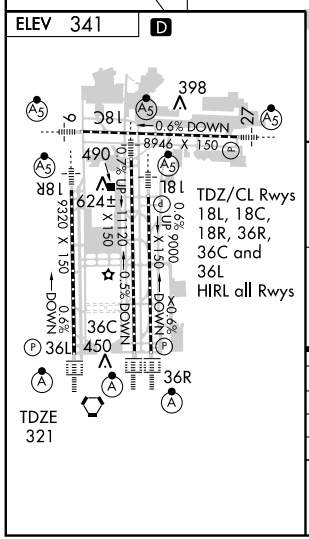
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

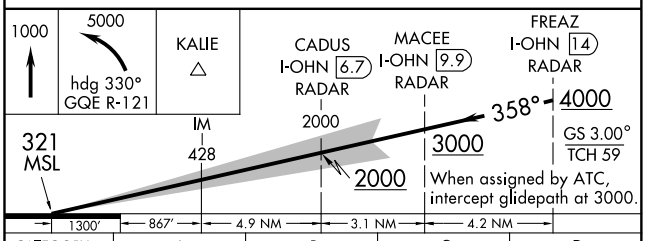
ATIS 127.75

CLNC DEL 125.2



ELEV 341 D





CATEGORY	A	B	C	D
S-ILS 36L	CAT IIIa	RVR 07		
S-ILS 36L	CAT IIIb	RVR 03		
S-ILS 36L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-MYO	APP CRS	Rwy ldg	9000
111.35	358°	TDZE	335
Chan 50 (Y)		Apt Elev	341

ILS RWY 36R (CAT II)

MEMPHIS INTL (MEM)

Simultaneous approach authorized with Rwy 36L. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED

MSA MEM 25 NM: 135° 2500; 315° 2100

OROCU MEM 15; 220°, 040°; R-040; R-329; 112.4 HLI Chan 71

1337, 1349, 1070, 1444, 720, 1001, 443, 498, 551, 697, 491, 506, 760, 881

LOCALIZER 111.35 I-MYO Chan 50 (Y)

IM, MM

MEMPHIS 117.5 MEM Chan 122

MCGHE I-MYO 6.6 RADAR

(IF) HADAN I-MYO 14 RADAR

358° (7.3) 2000; 17.8°; 10 NM

ALTERNATE MISSED APCH FIX: R-299; 119°; 299°; LARUE HLI 10.2 RADAR; 112.4 HLI Chan 71

R-299; LARUE HLI 10.2 RADAR; 112.4 HLI Chan 71

ELEV 341 D

398; 18C; 0.6% DOWN; 27; 8946 X 150; 490; 18R; 624±; 9320 X 150; 0.7% UP; 11120 X 150; 0.6% UP; 9000 X 150; 18L; 0.6% DOWN; 36C; 450; 36L; 36R

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L HIRL all Rwys

TDZE 335

1000; 5000 hdg 070°; MEM R-040; OROCU

VGSI and ILS glidepath not coincident.

MCGHE I-MYO 6.6 RADAR; HADAN I-MYO 14 RADAR; 2000; 358°; 3000; 2000; IM; DH RA109; 335 MSL; GS 3.00°; TCH 58

1131' 799' 4.8 NM 7.3 NM

CATEGORY	A	B	C	D
S-ILS 36R	RA 109/12 100 DA 435			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-MYO	APP CRS	Rwy ldg	9000
111.35	358°	TDZE	335
Chan 50 (Y)		Apt Elev	341

ILS RWY 36R (CAT III)

MEMPHIS INTL (MEM)

Simultaneous approach authorized with Rwy 36L. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED

MSA MEM 25 NM: 135° 2500; 2100 315°

OROCU MEM 15; 220°; 040°; R-040; R-329; 112.4 HLI Chan 71

1337 1349 1070 1444 720 1001 443 498 551 IM MM 491 697 506 760 881

LOCALIZER 111.35 I-MYO Chan 50 (Y)

MEMPHIS 117.5 MEM Chan 122

MCGHE I-MYO 6.6 RADAR

ALTERNATE MISSED APCH FIX: R-299; 119°; 299°; LARUE HLI 10.2 RADAR; 112.4 HLI Chan 71

(IF) HADAN I-MYO 14 RADAR; 358°; 2000 (7.3); 17.8°; 10 NM; R-299; LARUE HLI 10.2 RADAR; 112.4 HLI Chan 71

ELEV 341 D

398 18C 27 0.6% DOWN 8946 X 150 490 18R 624± 9320 X 150 0.7% UP 11120 X 150 0.5% DOWN 18L 0.6% 9000 UP X 150 DOWN 0.6% 36C 36L 450 36R

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L HIRL all Rwys

TDZE 335

1000	5000	MEM	OROCU	MCGHE	HADAN
	hdg 070°	R-040	△	I-MYO 6.6 RADAR	I-MYO 14 RADAR

VGSI and ILS glidepath not coincident.

IM 437 2000 358° 3000 2000 335 MSL

GS 3.00° TCH 58

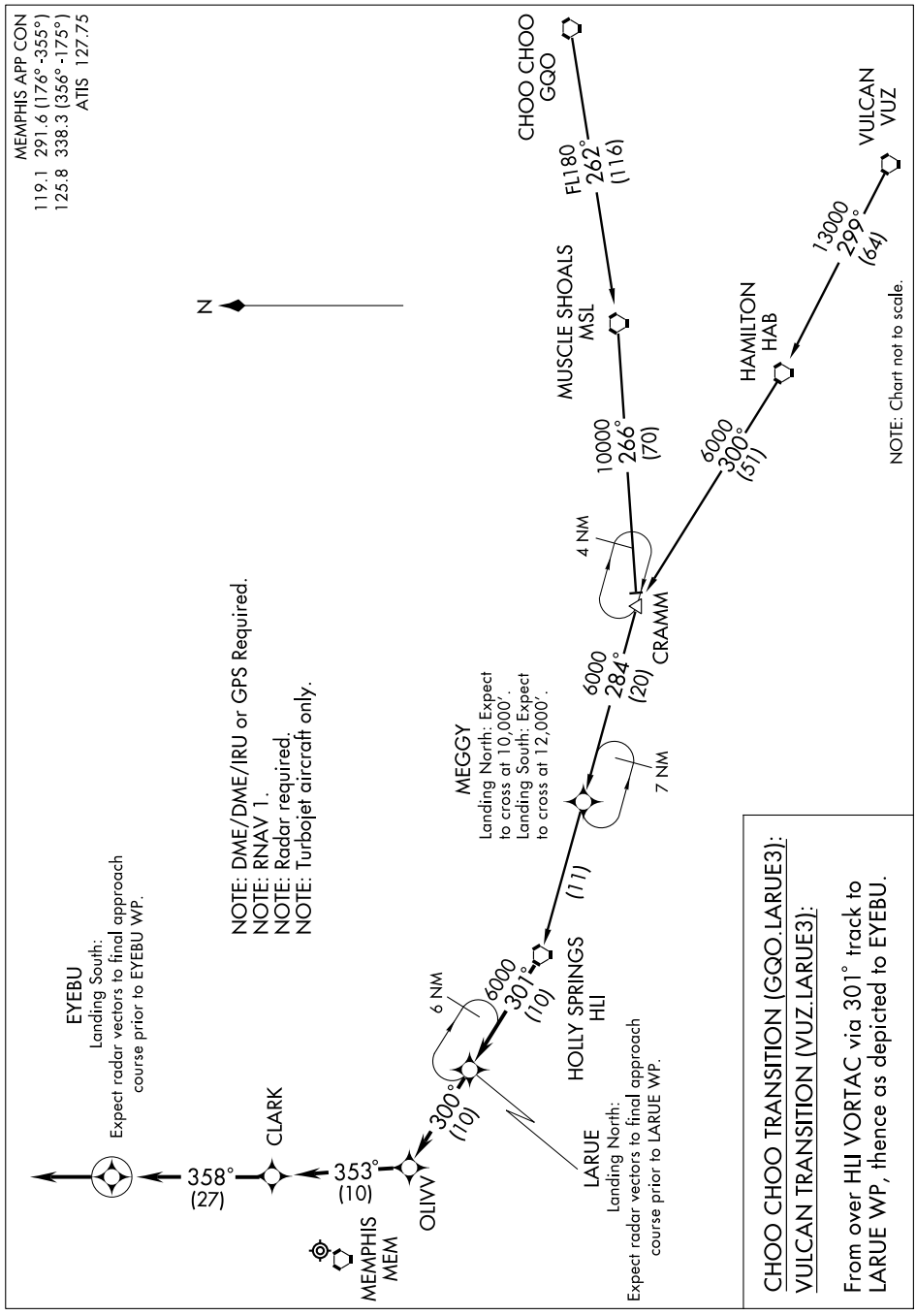
1131' 844' 4.8 NM 7.3 NM

CATEGORY	A	B	C	D
S-ILS 36R	CAT IIIa	RVR07		
S-ILS 36R	CAT IIIb	RVR03		
S-ILS 36R	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 14 JAN 2010 to 11 FEB 2010

LARUE THREE ARRIVAL (RNAV)

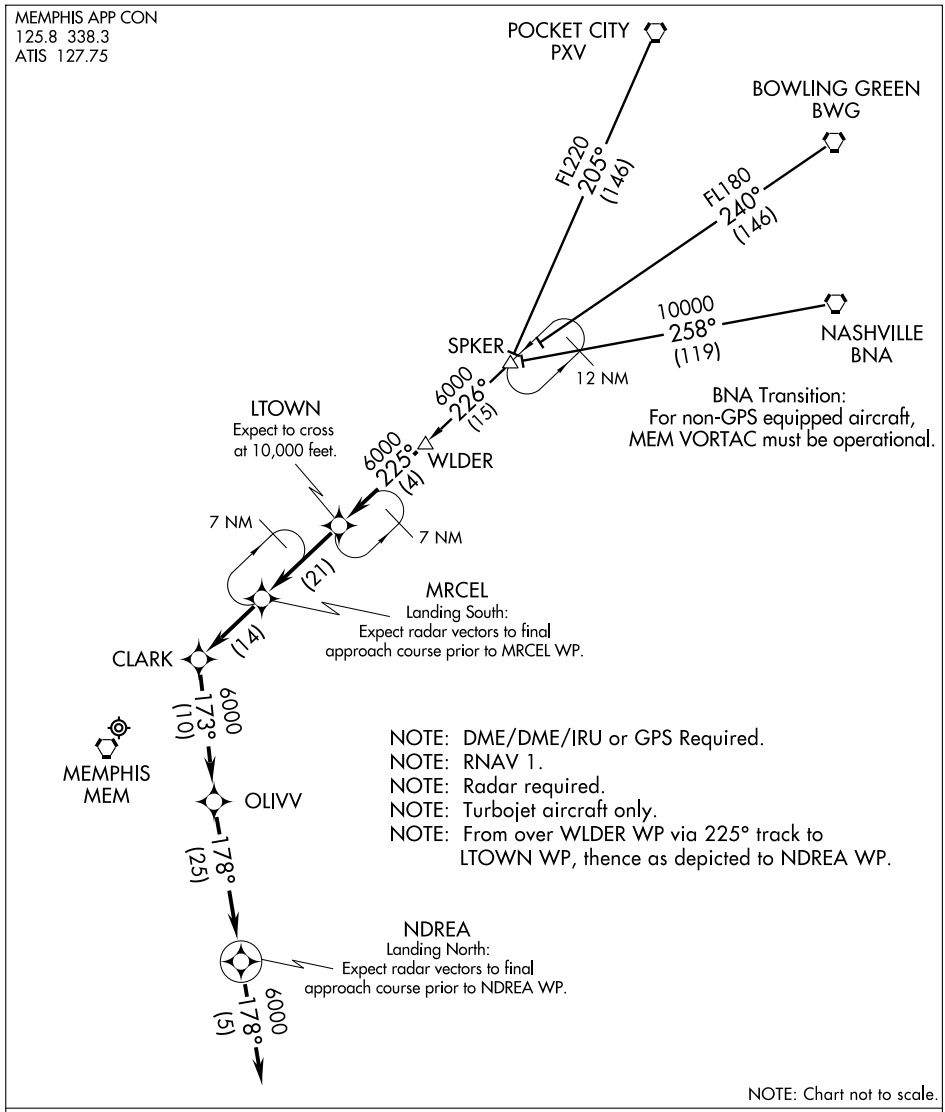


CHOO CHOO TRANSITION (GQO.LARUE3):
VULCAN TRANSITION (VUZ.LARUE3):

From over HLI VORTAC via 301° track to LARUE WP, thence as depicted to EYEBU.

LTOWN FOUR ARRIVAL (RNAV)

MEMPHIS INTL
MEMPHIS, TENNESSEE



BOWLING GREEN TRANSITION (BWG.LTOWN4):

NASHVILLE TRANSITION (BNA.LTOWN4):

POCKET CITY TRANSITION (PXV.LTOWN4):

From over WLDER WP via 225° track to LTOWN WP then via 225° track to MRCEL WP then via 225° track to CLARK WP then via 173° track to OLIVV WP then via 178° track to NDREA WP then via 178° heading. Expect radar vectors.

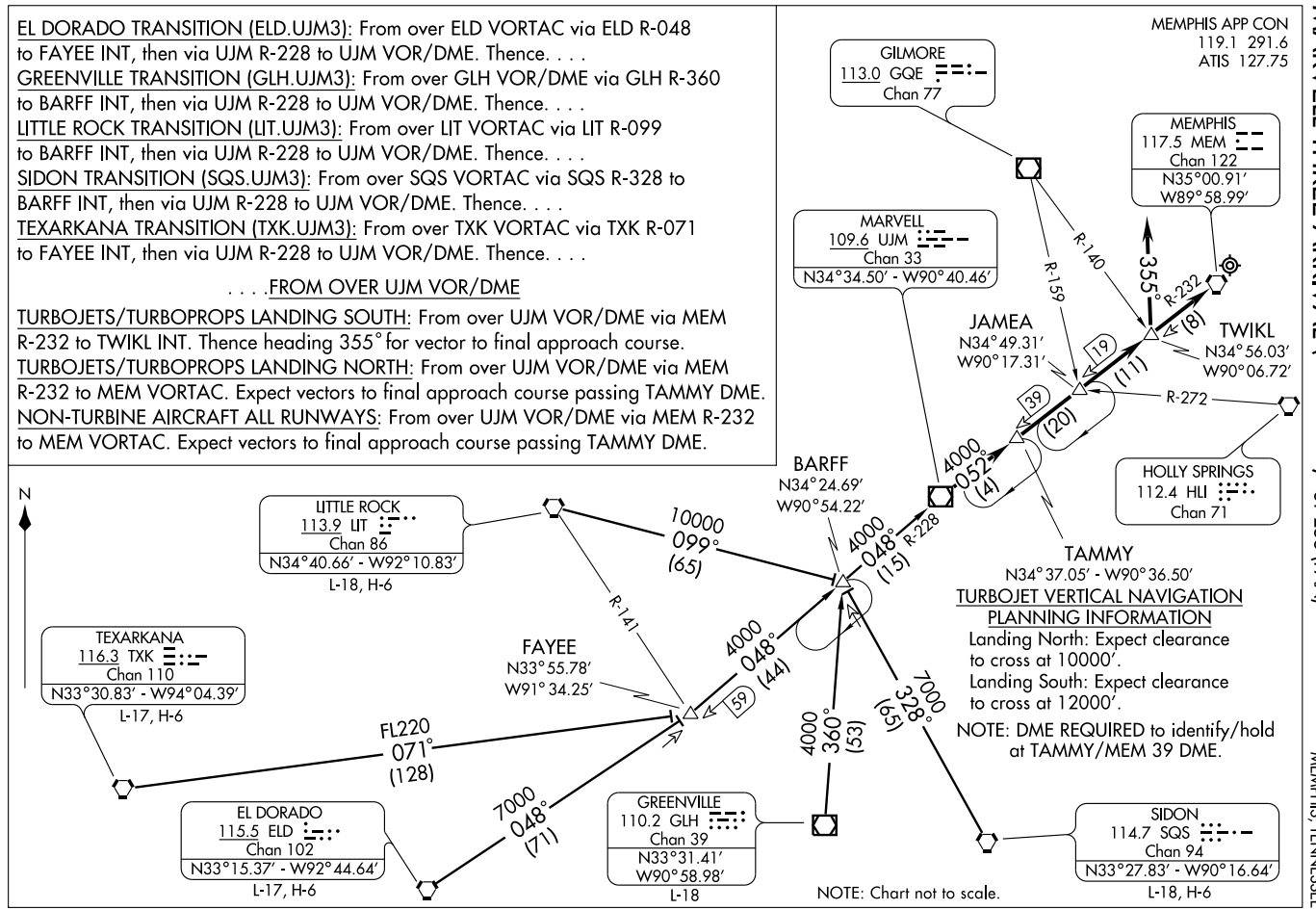
SE-1, 14 JAN 2010 to 11 FEB 2010

MARVELL THREE ARRIVAL (UJM.UJM3) ST-253 (FAA)

EL DORADO TRANSITION (ELD.UJM3): From over ELD VORTAC via ELD R-048 to FAYEE INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .
GREENVILLE TRANSITION (GLH.UJM3): From over GLH VOR/DME via GLH R-360 to BARFF INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .
LITTLE ROCK TRANSITION (LIT.UJM3): From over LIT VORTAC via LIT R-099 to BARFF INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .
SIDON TRANSITION (SQS.UJM3): From over SQS VORTAC via SQS R-328 to BARFF INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .
TEXARKANA TRANSITION (TXK.UJM3): From over TXK VORTAC via TXK R-071 to FAYEE INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .

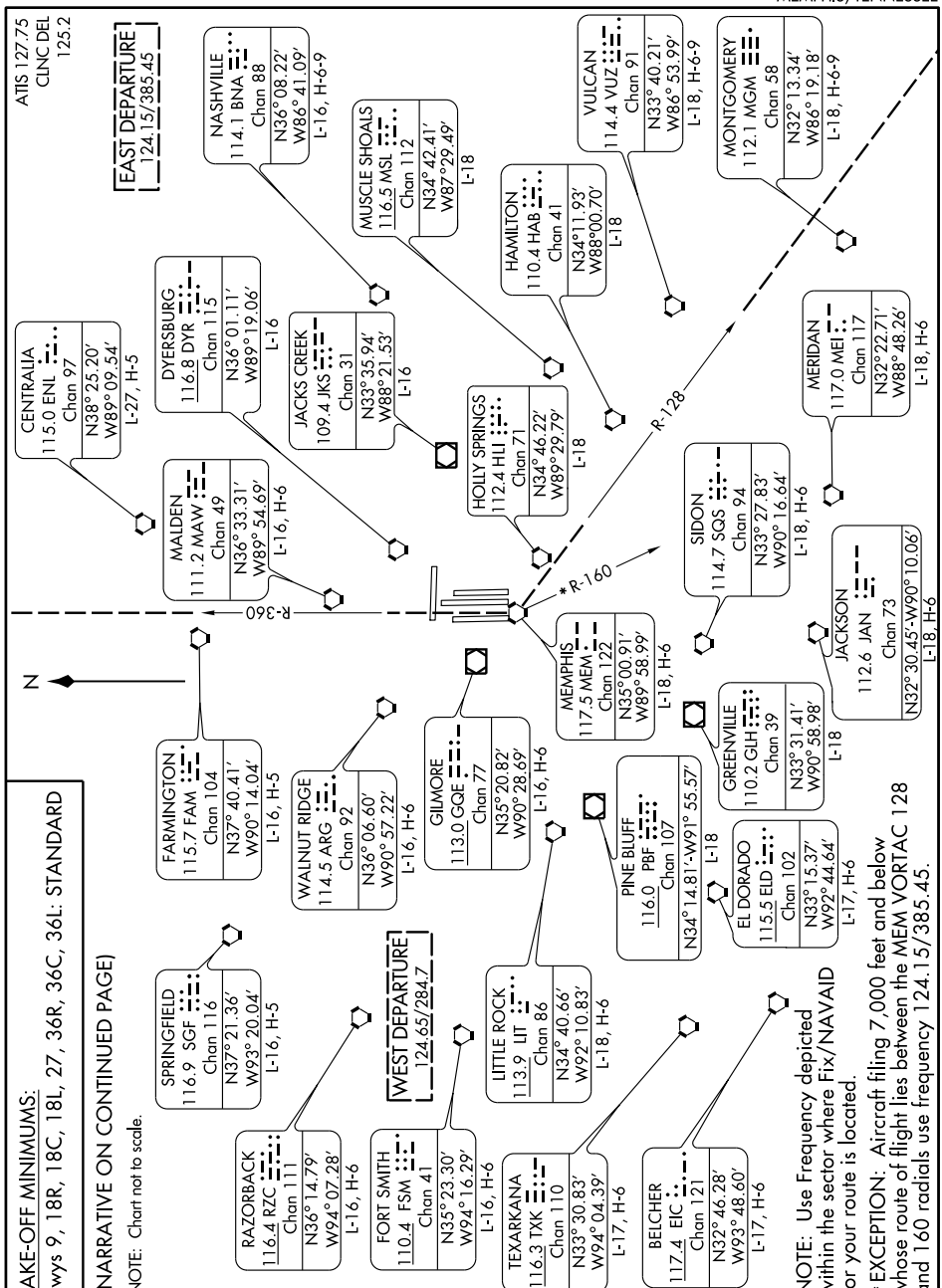
. . . .FROM OVER UJM VOR/DME

TURBOJETS/TURBOPROPS LANDING SOUTH: From over UJM VOR/DME via MEM R-232 to TWIKL INT. Thence heading 355° for vector to final approach course.
TURBOJETS/TURBOPROPS LANDING NORTH: From over UJM VOR/DME via MEM R-232 to MEM VORTAC. Expect vectors to final approach course passing TAMMY DME.
NON-TURBINE AIRCRAFT ALL RUNWAYS: From over UJM VOR/DME via MEM R-232 to MEM VORTAC. Expect vectors to final approach course passing TAMMY DME.



MEMPHIS SEVEN DEPARTURE

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE



DEPARTURE DESCRIPTION

Cleared as filed. Climb via runway heading or as assigned for vectors to join filed route. Make no turns before leaving 700 feet.

TURBOJET AIRCRAFT: Maintain 5,000 feet or assigned altitude.

PROPELLER AIRCRAFT: Maintain 3,000 feet or assigned altitude.

Expect clearance to requested altitude/flight level ten minutes after departure.

TAKEOFF OBSTACLE NOTES

RUNWAY 9:
Tree 2972 feet from DER, 1145 feet left of centerline, 80 feet AGL/390 feet MSL.
Pole 1526 feet from DER, 799 feet left of centerline, 52 feet AGL/342 feet MSL.
Tree 2802 feet from DER, 954 feet left of centerline, 63 feet AGL/373 feet MSL.

RUNWAY 18R:
Trees beginning 1552 feet from DER, 789 feet right of centerline, up to 96 feet AGL/420 feet MSL. Trees beginning 2619 feet from DER, 1011 feet left of centerline, up to 102 feet AGL/452 feet MSL. VORTAC 3255 feet from DER, 1046 feet left of centerline, 47 feet AGL/407 feet MSL. POLE 3305 feet from DER, 1019 feet left of centerline, 52 feet AGL/412 feet MSL.

RUNWAY 18C:
Trees beginning 1704 feet from DER, 507 feet right of centerline, up to 108 feet AGL/435 feet MSL. Tree 2786 feet from DER, 287 feet left of centerline, 94 feet AGL/413 feet MSL.

RUNWAY 18L:
Multiple trees beginning 1265 feet from DER, 601 feet left of centerline, up to 105 feet AGL/419 feet MSL. Multiple trees beginning 2690 feet from DER, 224 feet right of centerline, up to 104 feet AGL/413 feet MSL.

RUNWAY 27:
Tree 805 feet from DER, 682 feet right of centerline, 90 feet AGL/324 feet MSL.
Antenna 5502 feet from DER, 1498 feet left of centerline, 143 feet AGL/407 feet MSL.
Tree 4236 feet from DER, 1382 feet left of centerline, 133 feet AGL/361 feet MSL.

RUNWAY 36C:
Pole 1994 feet from DER, 928 feet right of centerline, 65 feet AGL/336 feet MSL.

WAAS CH 63106 W09A	APP CRS 091°	Rwy ldg 8946 TDZE 259 Apt Elev 341

RNAV (GPS) RWY 9
MEMPHIS INTL (MEM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct KIMRE and via 175° track to KEEZE and hold, continue climb-in-hold to 5000.

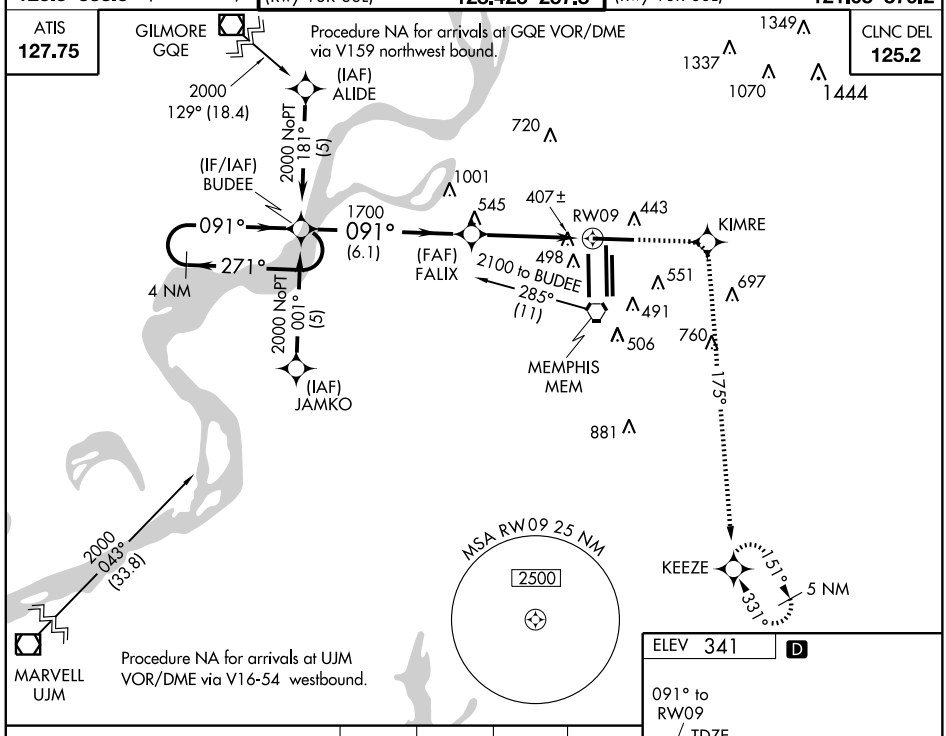
MEMPHIS APP CON		
119.1 291.6	(176°-355°)	
125.8 338.3	(356°-175°)	

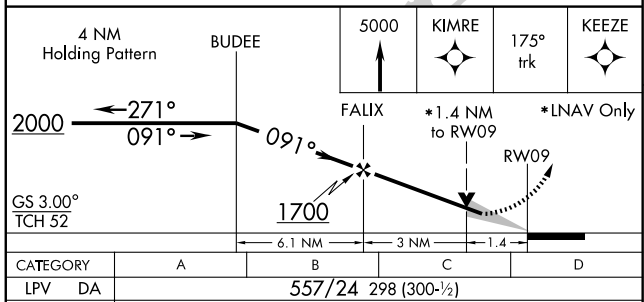
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

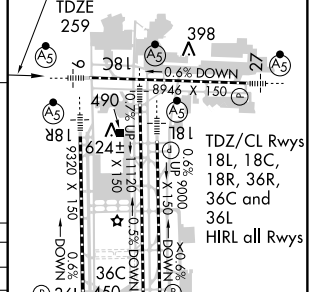
CLNC DEL 125.2





CATEGORY	A	B	C	D
LPV DA	557/24 298 (300-½)			
LNAV/VNAV DA	751/60 492 (500-1¼)			
LNAV MDA	740/24 481 (400-½)		740/40 481 (400-¾)	740/50 481 (400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)

ELEV 341 D



SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS		
CH **93607**	**271°**	Rwy ldg	**8946**
W27A		TDZE	**292**
		Apt Elev	**341**

RNAV (GPS) RWY 27
MEMPHIS INTL (MEM)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MALSR

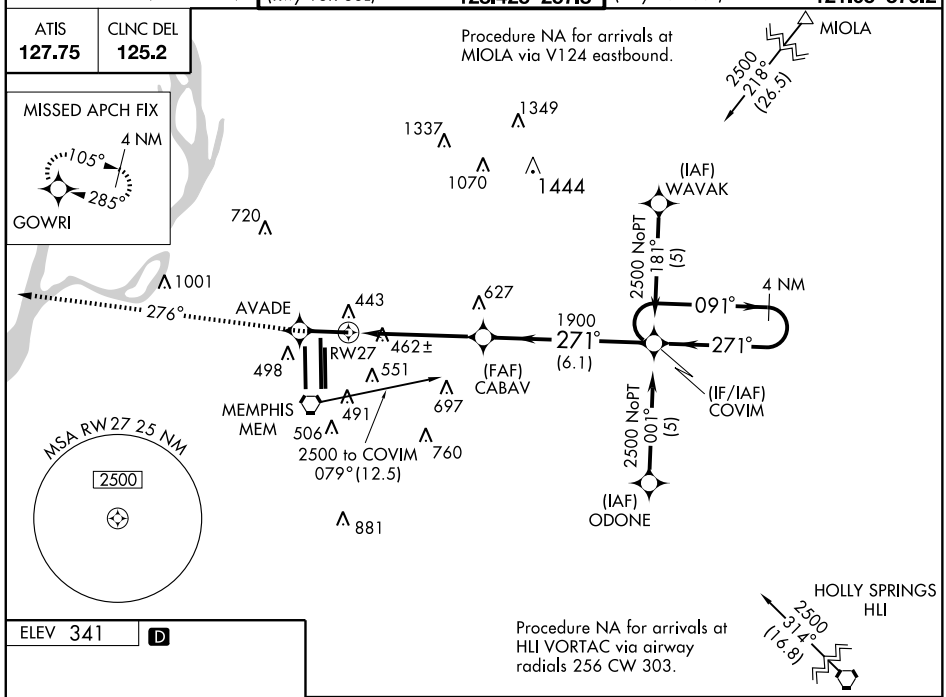
MISSED APPROACH: Climb to 5000 direct AVADE and via 276° track to GOWRI and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	**291.6**	(176°-355°)
125.8	**338.3**	(356°-175°)

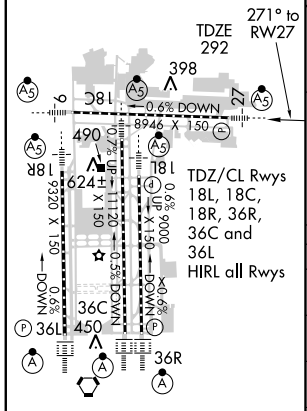
MEMPHIS TOWER		
(Rwy 9-27)	**118.3**	**257.8**
(Rwys 18C-36C, 18L-36R)	**119.7**	**257.8**
(Rwy 18R-36L)	**128.425**	**257.8**

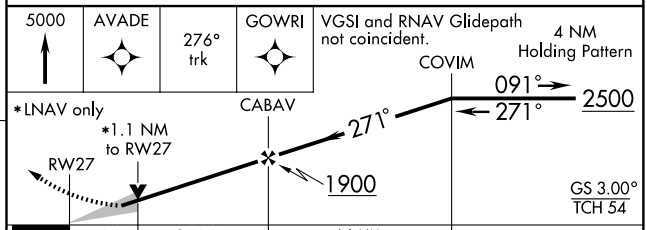
GND CON		
(Rwy 9-27)	**121.0**	**379.2**
(Rwys 18C-36C, 18L-36R)	**121.9**	**379.2**
(Rwy 18R-36L)	**121.65**	**379.2**

ATIS	CLNC DEL
127.75	**125.2**



ELEV 341 D





CATEGORY	A	B	C	D
LPV DA	621/24 329 (300-½)			
LNAV/VNAV DA	751/50 459 (500-1)			
LNAV MDA	720/24 428 (400-½)		720/40 428 (400-¾)	720/50 428 (400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)

WAAS CH 40407 W36B	APP CRS 358°	Rwy ldg 11120 TDZE 341 Apt Elev 341

RNAV (GPS) RWY 36C
MEMPHIS INTL (MEM)

For inoperative ALSF, increase LPV all Cats. visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct LAURI and hold.

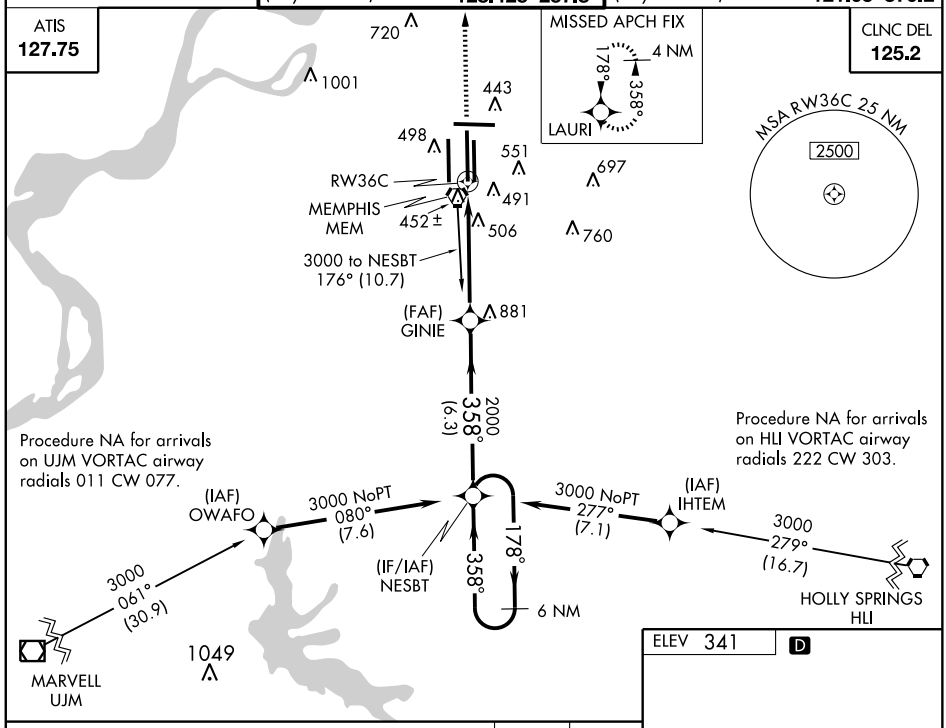
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

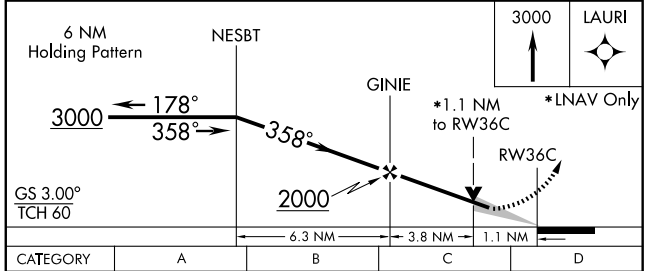
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

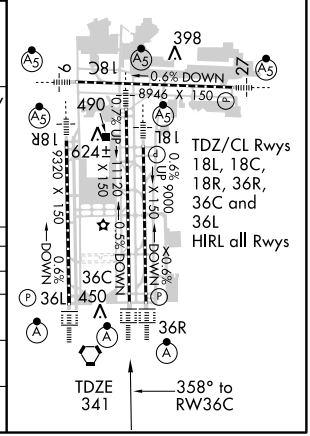
CLNC DEL 125.2





CATEGORY	A	B	C	D
LPV DA	665/24 324 (400-½)			
LNAV/VNAV DA	728/40 387 (400-¾)			
LNAV MDA	760/24 419 (500-½)		760/40 419 (500-¾)	760/50 419 (500-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)

ELEV 341 D



SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 65907 W36A	APP CRS 358	Rwy ldg 9320 TDZE 321 Apt Elev 341

RNAV (GPS) RWY 36L
MEMPHIS INTL(MEM)

For inoperative ALSF, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 5000 direct SUNRE and via 300° track to KALIE and hold, continue climb-in-hold to 5000.

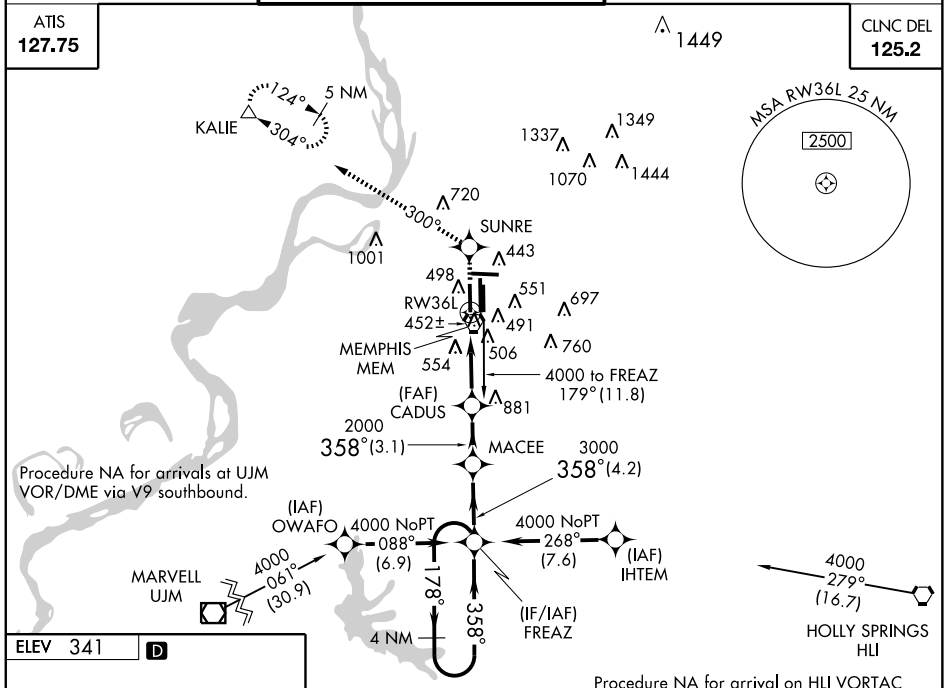
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(3566-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

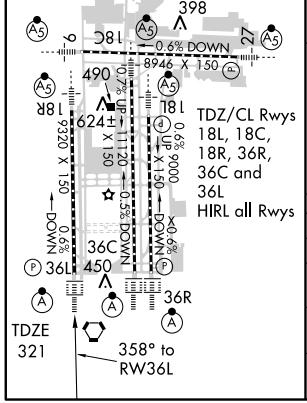
ATIS 127.75

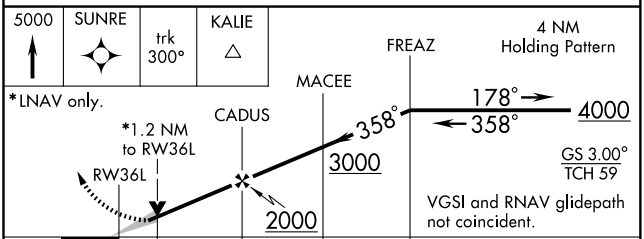
CLNC DEL 125.2



Procedure NA for arrival on HLI VORTAC airway radials 222 CW 303.

ELEV 341 D





CATEGORY	A	B	C	D
LPV DA	673/40 352 (400-¾)			
LNAV/VNAV DA	732/50 411 (400-1)			
LNAV MDA	780/24 459 (500-½)		780/40 459 (500-¾)	780/50 459 (500-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 49107 W36D	APP CRS 358°	Rwy ldg 9000 TDZE 335 Apt Elev 341

RNAV (GPS) RWY 36R
MEMPHIS INTL (MEM)

For inoperative ALSF, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 5000 direct HANLO and via 050° track to OROCU and hold, continue climb-in-hold to 5000.

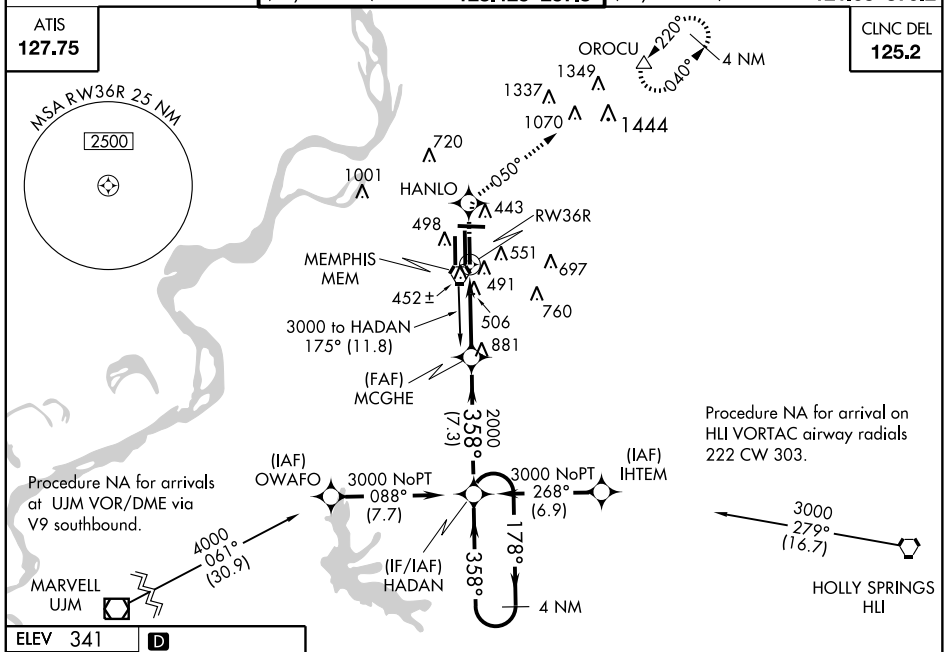
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

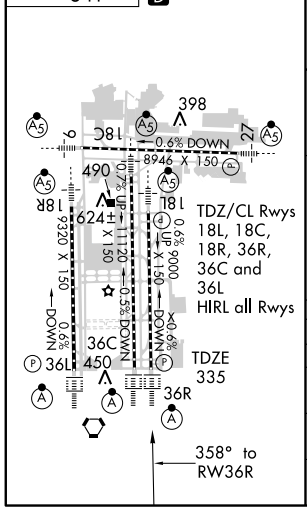
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

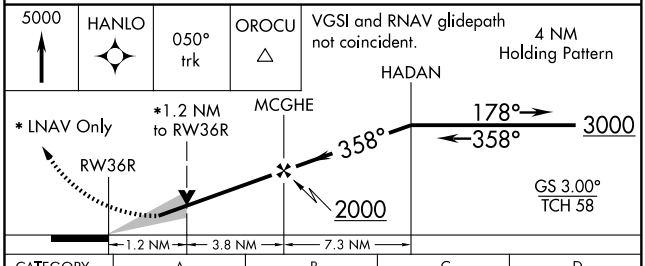
ATIS 127.75

CLNC DEL 125.2



ELEV 341 D





CATEGORY	A	B	C	D
LPV DA	639/24 304 (300-½)			
LNAV/VNAV DA	729/40 394 (400-¾)			
LNAV MDA	760/24 425 (500-½)		760/40 425 (500-¾)	760/50 425 (500-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)

WAAS CH 97507 W18D	APP CRS 178°	Rwy ldg 11120 TDZE 290 Apt Elev 341

RNAV (GPS) Z RWY 18C
MEMPHIS INTL (MEM)

For inoperative MALSR, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct CEDEN and via track 135° to KEEZE and hold, continue climb-in-hold to 5000.

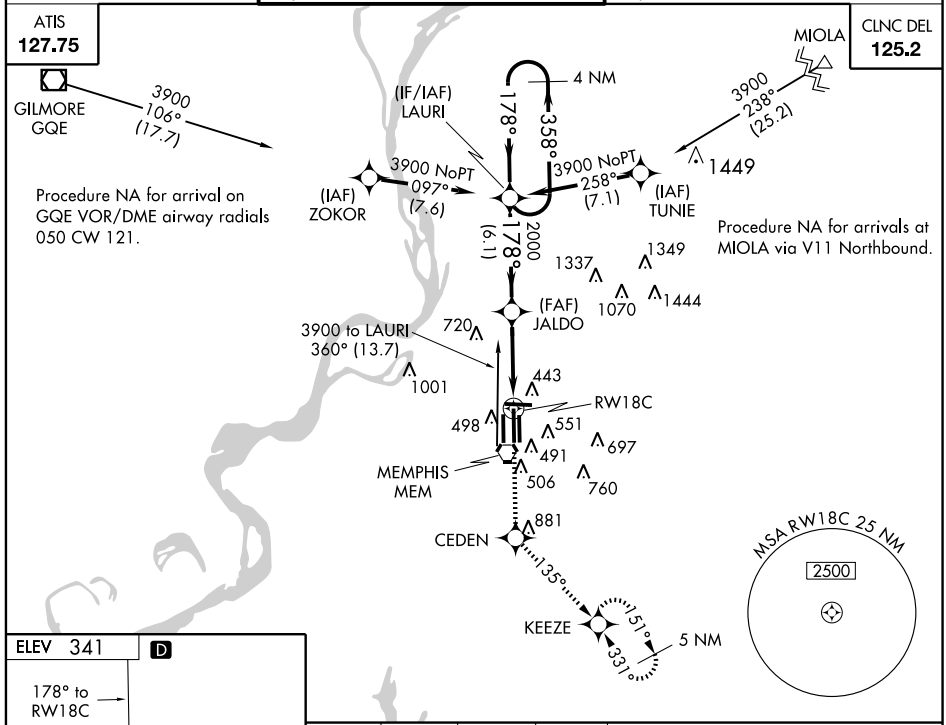
MEMPHIS APP CON		
119.1 291.6	(176°-355°)	
125.8 338.3	(356°-175°)	

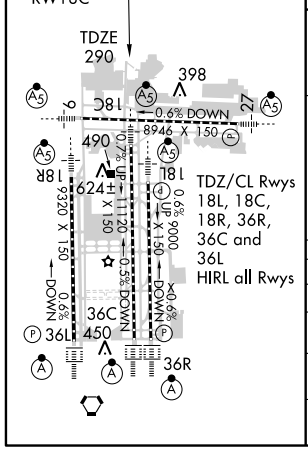
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

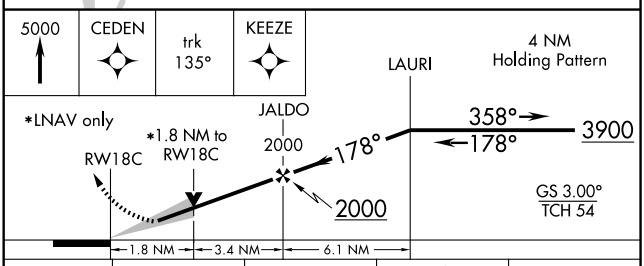
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2







CATEGORY	A	B	C	D
LPV DA	665/40 375 (400-¾)			
LNAV/VNAV DA	741/60 451 (400-1¼)			
LNAV MDA	880/24 590 (600-½)		880/50 590 (600-1)	880/60 590 (600-1¼)
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	940-2 599 (600-2)

WAAS CH 53307 W18B	APP CRS 178°	Rwy ldg 9000 TDZE 301 Apt Elev 341

RNAV (GPS) Z RWY 18L
MEMPHIS INTL (MEM)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118 °F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct PENLE and via track 134° to KEEZE and hold, continue climb-in-hold to 5000.

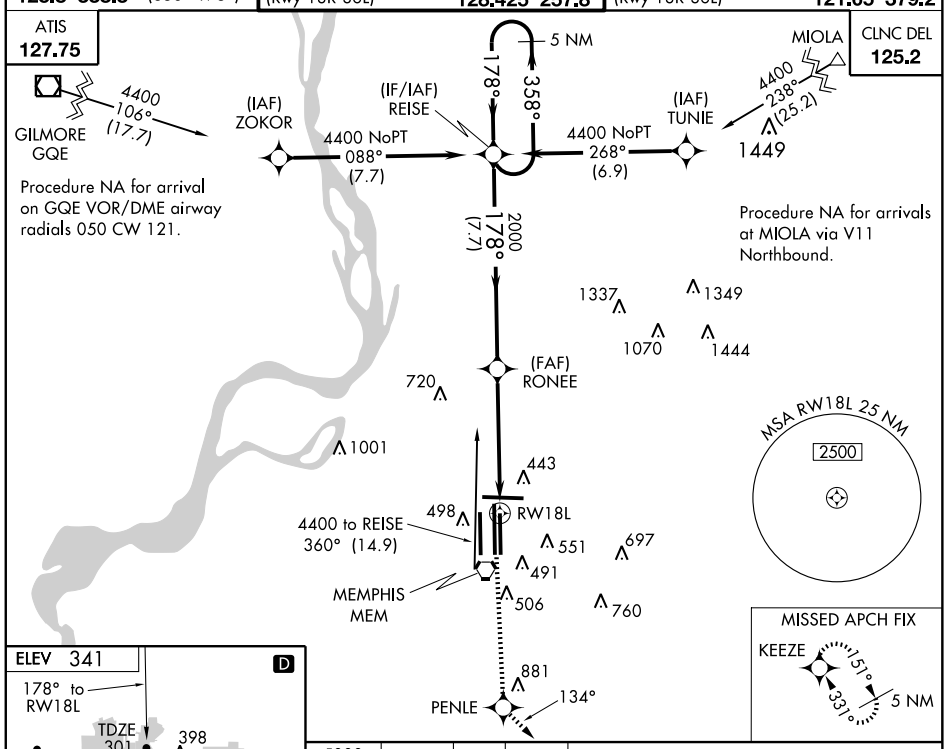
MEMPHIS APP CON		
119.1 291.6	(176°-355°)	
125.8 338.3	(356°-175°)	

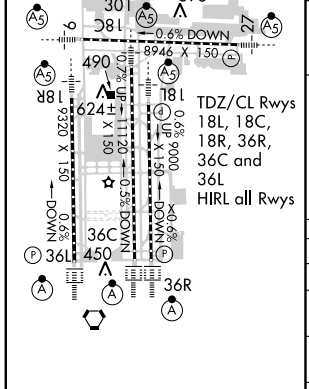
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

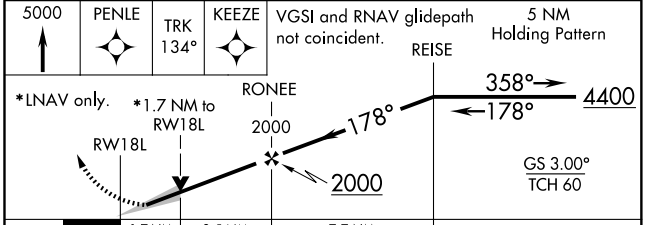
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2







CATEGORY	A	B	C	D
LPV DA	557/24 256 (300-½)			
LNAV/VNAV DA	874-1½ 573 (600-1½)			
LNAV MDA	880/24 579 (600-½)		880/50 579 (600-1)	880/60 579 (600-1¼)
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	940-2 599 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 56606 W18A	APP CRS 178°	Rwy ldg 9127 TDZE 295 Apt Elev 341

RNAV (GPS) Z RWY 18R
MEMPHIS INTL (MEM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

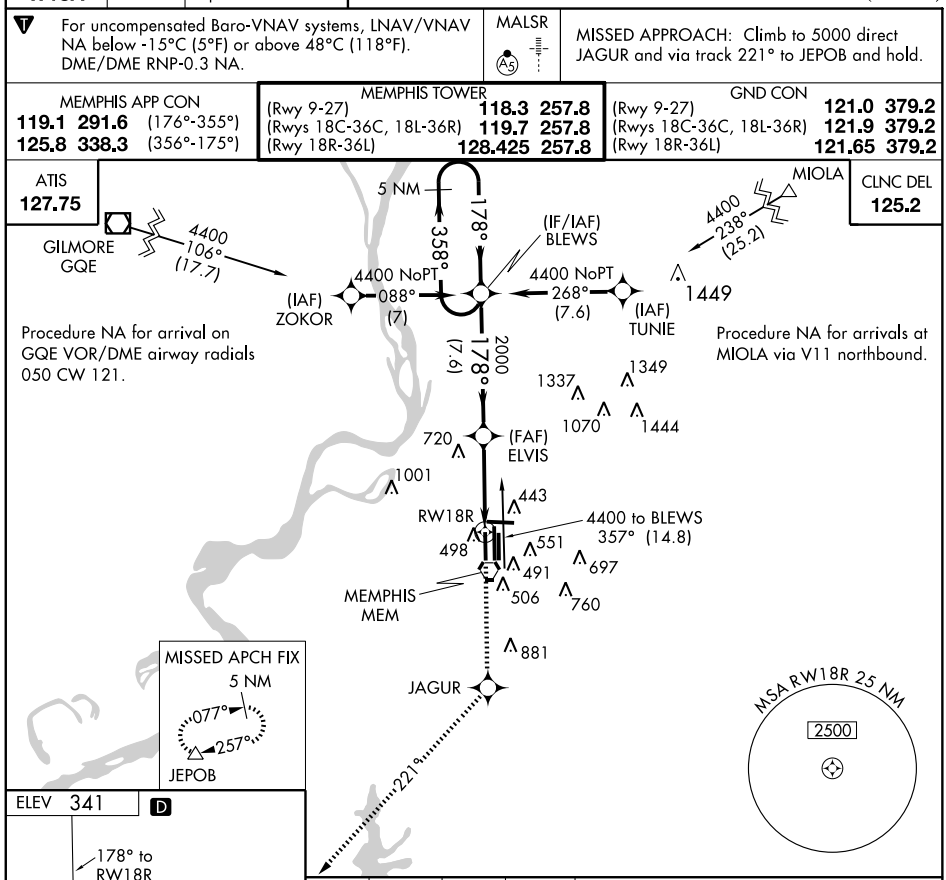
MALSR

MISSED APPROACH: Climb to 5000 direct JAGUR and via track 221° to JEPOB and hold.

MEMPHIS APP CON			MEMPHIS TOWER			GND CON		
119.1	291.6	(176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0	379.2
125.8	338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2
			(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

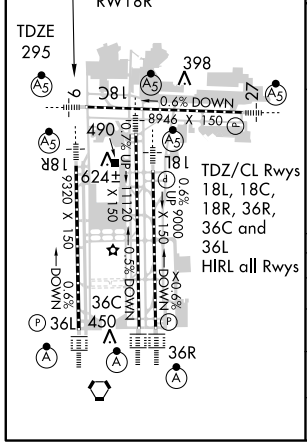
CLNC DEL 125.2

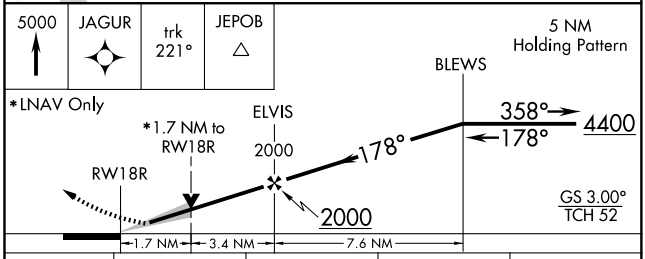


Procedure NA for arrival on GQE VOR/DME airway radials 050 CW 121.

Procedure NA for arrivals at MIOLA via V11 northbound.

ELEV 341 D





CATEGORY	A	B	C	D
LPV DA	495/24 200 (200-½)			
LNAV/VNAV DA	874-1½ 579 (600-1½)			
LNAV MDA	880/24 585 (600-½)		880/50 585 (600-1)	880/60 585 (600-1¼)
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	940-2 599 (600-2)

APP CRS	Rwy ldg	9000
178°	TDZE	301
	Apt Elev	341

RNAV (RNP) X RWY 18L
MEMPHIS INTL (MEM)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118 °F). For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000. Missed approach requires RNP less than 1.0.

MALSR

MISSED APPROACH: Climb to 5000 via track 178° to DEEWY and via track 178° to FEYAM and via track 151° to KEEZE and hold, continue climb-in-hold to 5000.

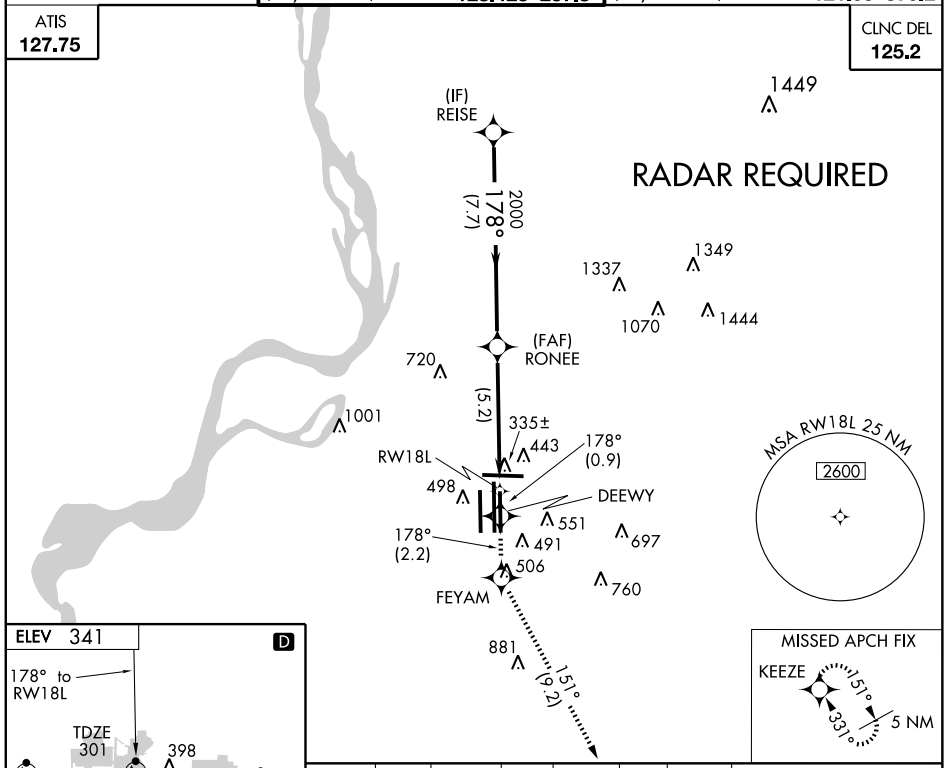
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

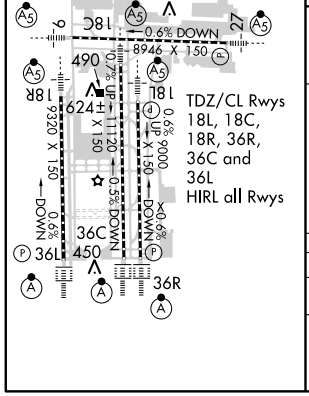
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

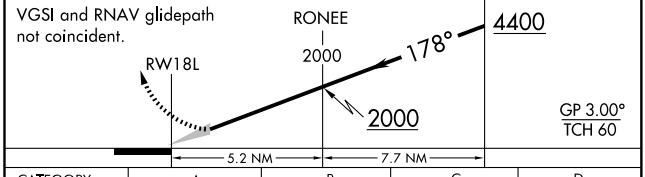
ATIS 127.75

CLNC DEL 125.2



5000	trk 178°	DEEWY	trk 178°	FEYAM	trk 151°	KEEZE





CATEGORY	A	B	C	D
RNP 0.11 DA	626/40 325 (300-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	9127
178°	TDZE	295
	Apt Elev	341

RNAV (RNP) X RWY 18R
MEMPHIS INTL (MEM)

GPS Required. Missed approach requires RNP less than 1.0. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). For inoperative MALSR, increase RNP 0.14 all Cats. visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 5000 via track 178° to ZUPIN and via track 178° to HARUB and via track 221° to JEPOB and hold.

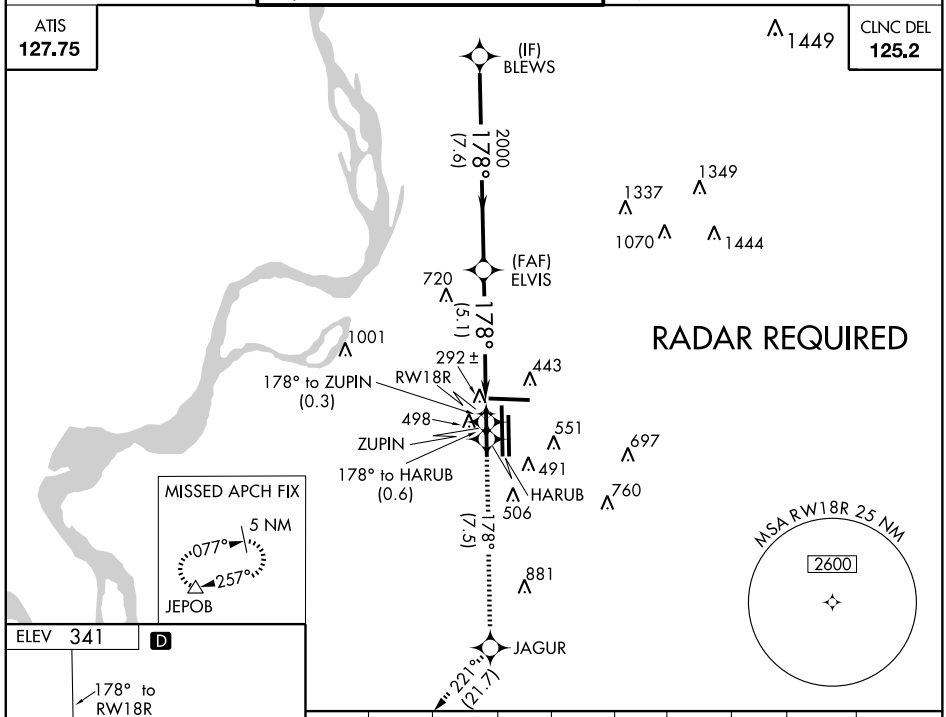
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

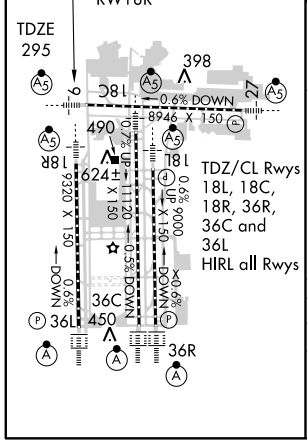
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

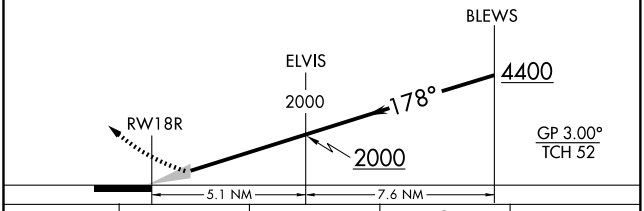
CLNC DEL 125.2



SE-1, 14 JAN 2010 to 11 FEB 2010



5000	trk 178°	ZUPIN	trk 178°	HARUB	trk 178°	JAGUR	trk 221°	JEPOB



CATEGORY	A	B	C	D
RNP 0.14 DA	562/24 267 (300-½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy ldg	11120
178°	TDZE	290
	Apt Elev	341

RNAV (RNP) Y RWY 18C

MEMPHIS INTL (MEM)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (15°F) or above 48°C (118°F). *Missed approach requires minimum climb of 400 feet per NM to 1000.
For inoperative MALSR, increase RNP 0.30* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½.

MALSR

MISSED APPROACH: Climb to 5000 via track 178° to CEDEN and via track 135° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

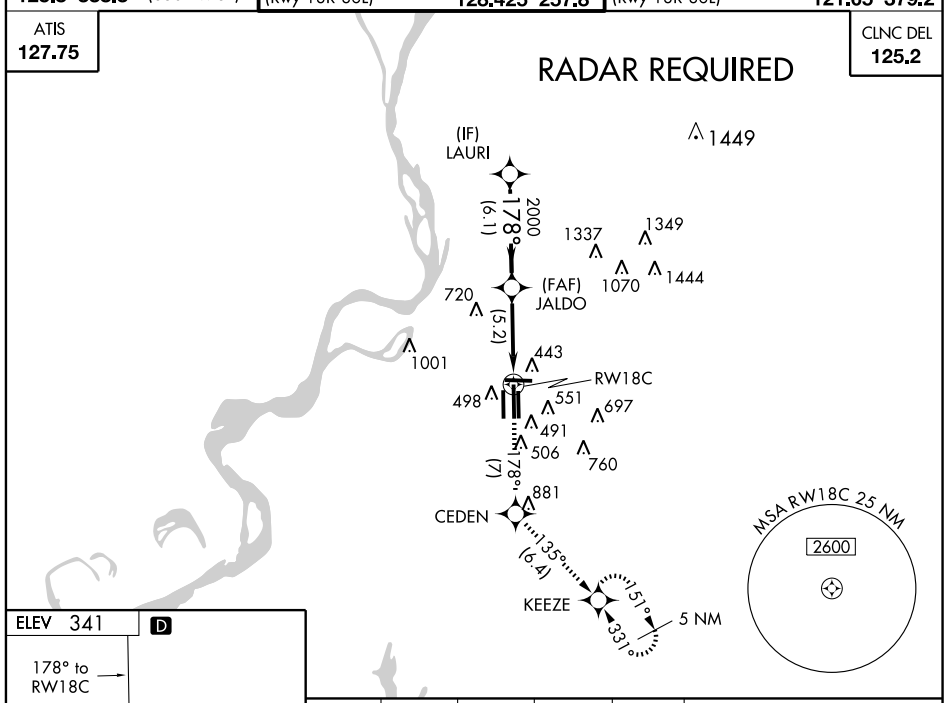
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

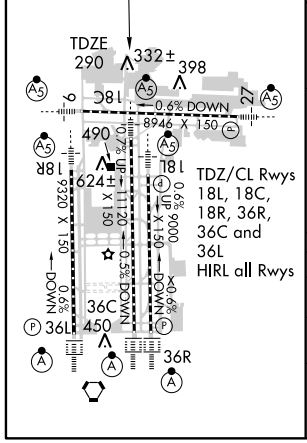
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

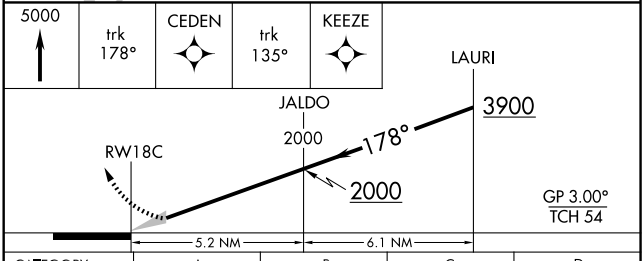
ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED







CATEGORY	A	B	C	D
RNP 0.30 DA*	614/40 324 (300-¾)			
RNP 0.30 DA	729/60 439 (400-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	9000
178°	TDZE	301
	Apt Elev	341

RNAV (RNP) Y RWY 18L

MEMPHIS INTL (MEM)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118 °F).
* Missed approach requires minimum climb of 400 feet per NM to 1000. For inoperative MALSR, increase RNP 0.30* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 5000 via track 178° to PENLE and via track 134° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED

(IF) REISE

178° (7.7) 2000

(FAF) RONEE

(5.2)

RW18L

178° (7)

PENLE

134° (6.1)

1449 1349 1337 1070 1444 720 1001 443 498 551 697 491 506 760 881

MSA RW18L 25 NM 2600

MISSED APCH FIX

KEEZE 151° 331° 5 NM

ELEV 341

178° to RW18L

TDZE 301

398 18C 0.6% DOWN 27 8946 X 150 490 0.7% UP 18R 624± 9320 X 150 18L 0.6% UP 9000 X 150 0.5% DOWN 36C 0.6% DOWN 36L 450 36R

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L
HIRL all Rwys

5000	trk 178°	PENLE	trk 134°	KEEZE

VGSI and RNAV glidepath not coincident.

RW18L RONEE 2000 REISE 4400 178° 2000

GP 3.00° TCH 60

5.2 NM 7.7 NM

CATEGORY	A	B	C	D
RNP 0.30 DA*	678/50 377 (400-1)			
RNP 0.30 DA	771/60 470 (500-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	9127
178°	TDZE	295
	Apt Elev	341

RNAV (RNP) Y RWY 18R
MEMPHIS INTL (MEM)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). For inoperative MALSR, increase RNP 0.19 * all Cats visibility to RVR 6000 mile, RNP 0.30 ** all Cats visibility to 1½ mile and RNP 0.30 all Cats visibility to 1¾.
* Missed approach requires minimum climb of 425 feet per NM to 1000.
** Missed approach requires minimum climb of 360 feet per NM to 1000.

MALSR

MISSED APPROACH: Climb to 5000 via track 178° to JAGUR and via track 221° to JEPOB and hold.

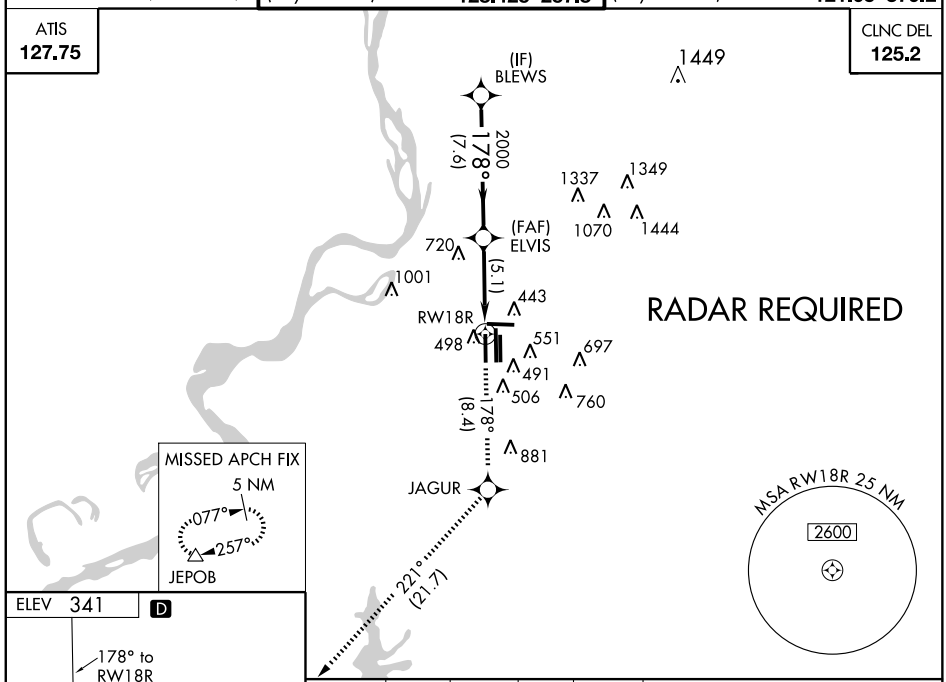
MEMPHIS APP CON		
119.1 291.6	(176°-355°)	
125.8 338.3	(356°-175°)	

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

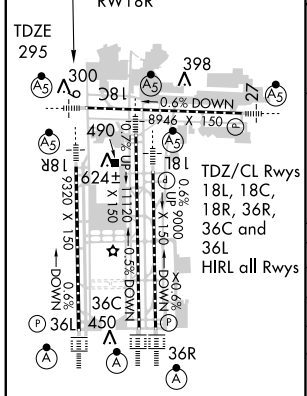
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

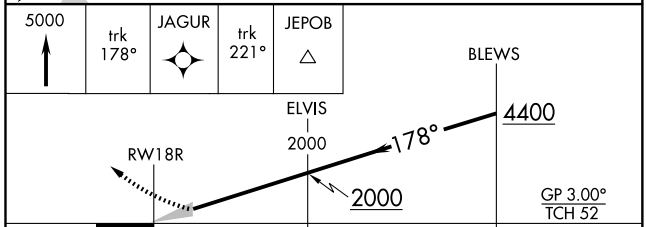
ATIS 127.75

CLNC DEL 125.2



ELEV 341 D





CATEGORY	A	B	C	D
RNP 0.19* DA	641/40 346 (300-¾)			
RNP 0.30** DA	689/50 394 (400-1)			
RNP 0.30 DA	769/60 474 (500-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 14 JAN 2010 to 11 FEB 2010

EL DORADO TRANSITION (ELD.TAMMY3):

GREENVILLE TRANSITION (GLH.TAMMY3):

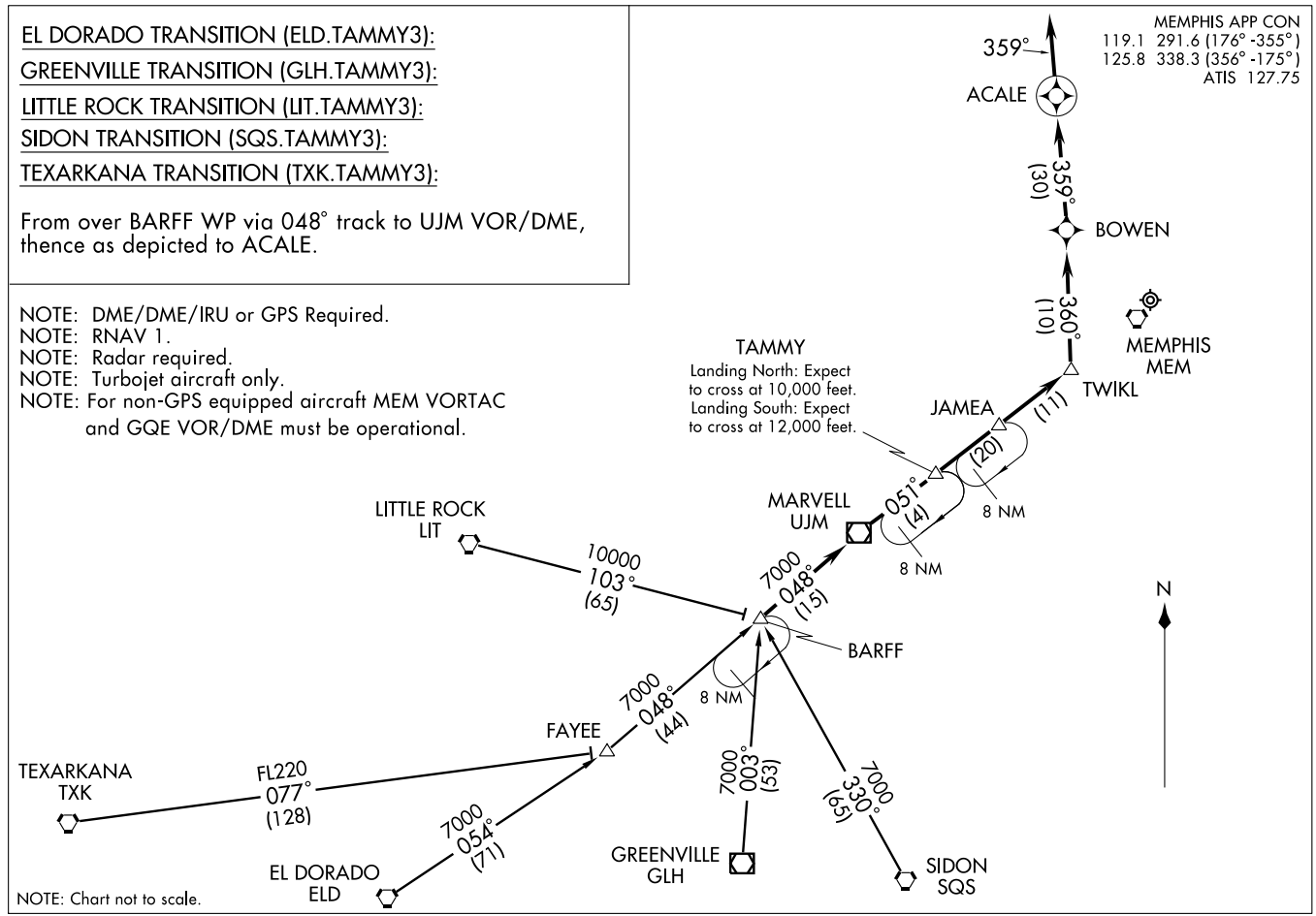
LITTLE ROCK TRANSITION (LIT.TAMMY3):

SIDON TRANSITION (SQS.TAMMY3):

TEXARKANA TRANSITION (TXK.TAMMY3):

From over BARFF WP via 048° track to UJM VOR/DME, thence as depicted to ACALE.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft MEM VORTAC and GQE VOR/DME must be operational.



NOTE: Chart not to scale.

(TAMMY.TAMMY3) 07298

TAMMY THREE ARRIVAL (RNAV)

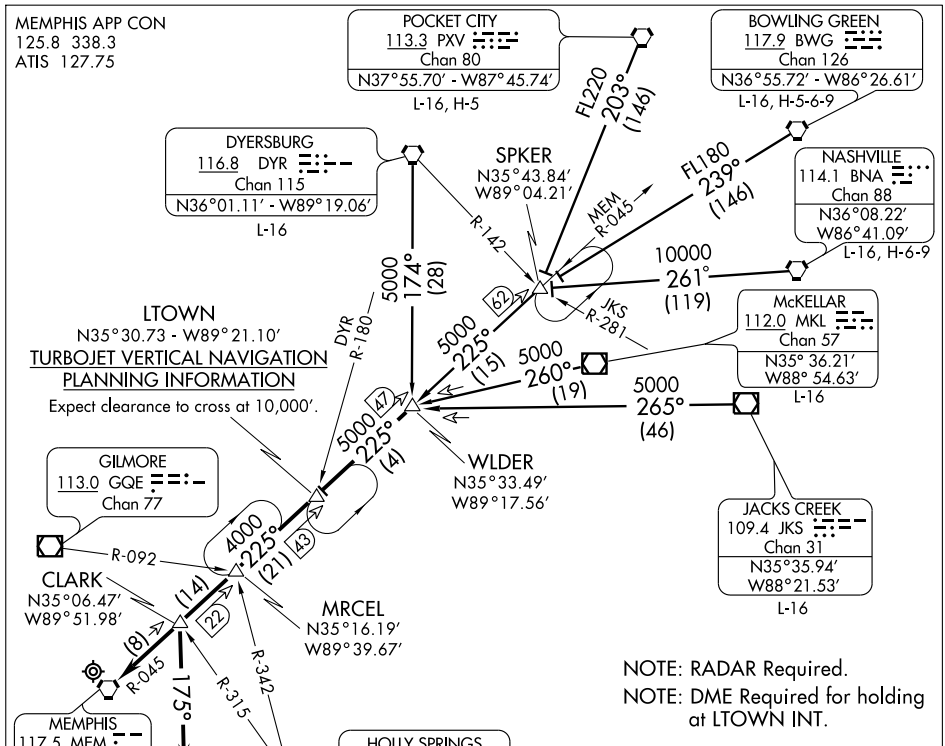
ST-253 (FAA)

MEMPHIS INTL
MEMPHIS, TENNESSEE

WLDER FIVE ARRIVAL

ST-253 (FAA)

MEMPHIS INTL
MEMPHIS, TENNESSEE



BOWLING GREEN TRANSITION (BWG.WLDER5): From over BWG VORTAC via BWG R-239 to SPKER INT, then via MEM R-045 to WLDER INT. Thence. . . .

DYERSBURG TRANSITION (DYR.WLDER5): From over DYR VORTAC via DYR R-174 to WLDER INT. Thence. . . .

JACKS CREEK TRANSITION (JKS.WLDER5): From over JKS VOR/DME via JKS R-265 to WLDER INT. Thence. . . .

McKELLAR TRANSITION (MKL.WLDER5): From over MKL VOR/DME via MKL R-260 to WLDER INT. Thence. . . .

NASHVILLE TRANSITION (BNA.WLDER5): From over BNA VORTAC via BNA R-261 to SPKER INT, then via MEM R-045 to WLDER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.WLDER5): From over PXV VORTAC via PXV R-203 to SPKER INT, then via MEM R-045 to WLDER INT. Thence. . . .

. . . . from over WLDER INT.

TURBOJETS/TURBOPROPS LANDING NORTH: From over WLDER INT via MEM R-045 to LTOWN INT, then via MEM R-045 to MRCEL INT, then via MEM R-045 to CLARK INT. Thence heading 175° for vector to final approach course.

TURBOJETS/TURBOPROPS LANDING SOUTH: From over WLDER INT via MEM R-045 to LTOWN INT, then via MEM R-045 to MRCEL INT, then via MEM R-045 to MEM VORTAC. Expect vectors to final approach course passing LTOWN INT.

NON-TURBINE AIRCRAFT ALL RUNWAYS: From over WLDER INT via MEM R-045 to LTOWN INT, then via MEM R-045 to MRCEL INT, then via MEM R-045 to MEM VORTAC. Expect vectors to final approach course passing LTOWN INT.

SE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3500
182°	TDZE	247
	Apt Elev	247

GPS RWY 18

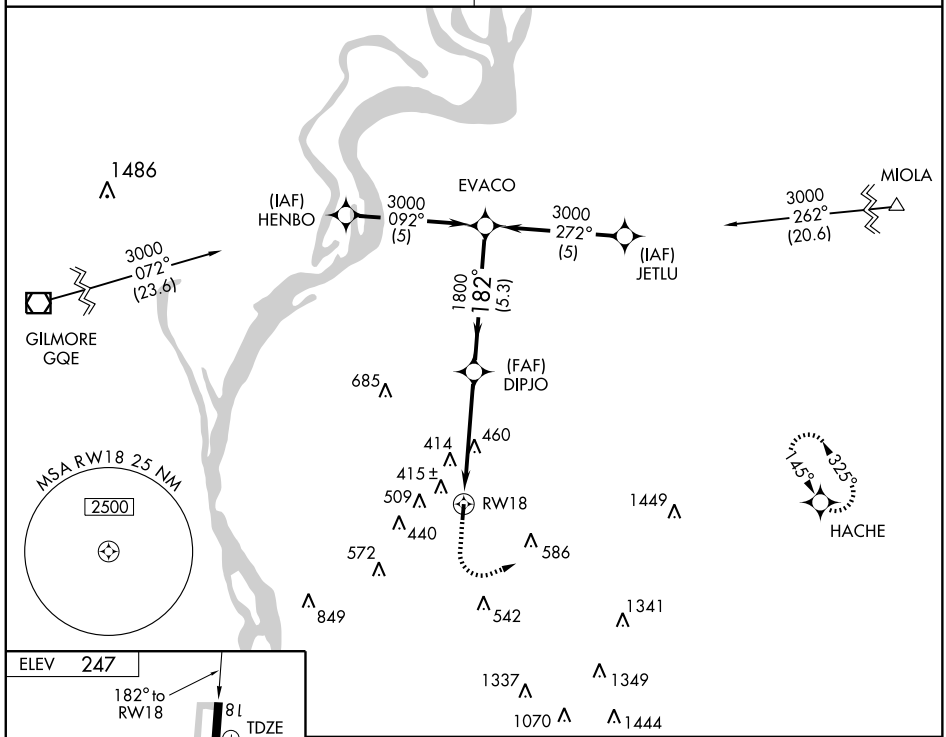
MILLINGTON/ CHARLES W. BAKER (2M8)

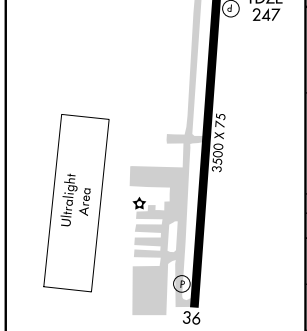
Use Millington Rgnl Jetport altimeter setting, when not received use Memphis Intl altimeter setting.

NA

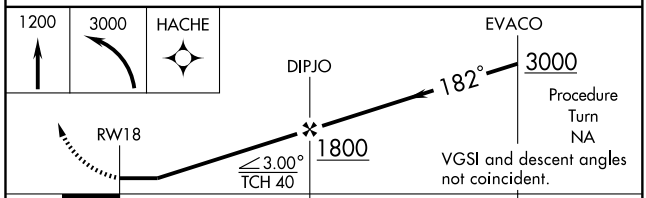
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct HACHE WP and hold.

MEMPHIS APP CON	UNICOM
125.8 338.3	122.8 (CTAF)





MIRL Rwy 18-36
REIL Rwys 18 and 36



CATEGORY	A	B	C	D
S-18	800-1 553 (600-1)		800-1½ 553 (600-1½)	NA
CIRCLING	800-1 553 (600-1)	820-1 573 (600-1)	900-1¾ 653 (700-1¾)	NA
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
S-18	820-1 573 (600-1)		820-1½ 573 (600-1½)	NA
CIRCLING	820-1 573 (600-1)	840-1 593 (600-1)	920-2 673 (700-2)	NA

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3500
002°	TDZE	246
	Apt Elev	247

GPS RWY 36

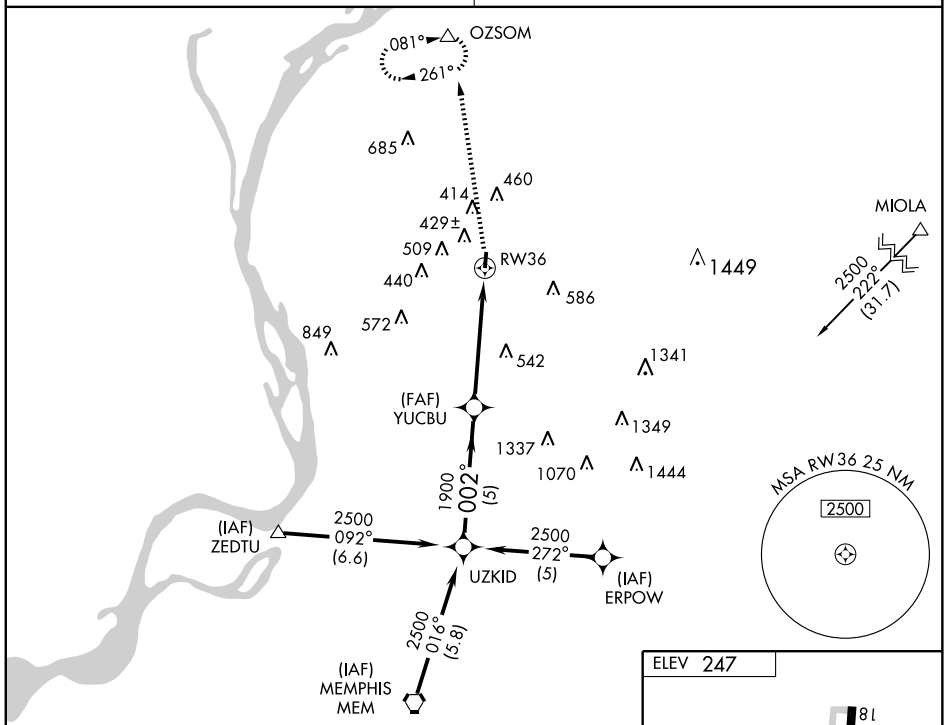
MILLINGTON/ CHARLES W. BAKER (2M8)

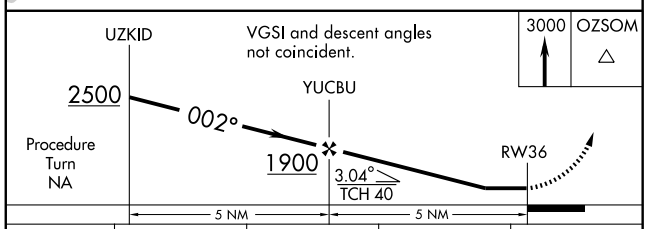
Use Millington Rgnl Jetport altimeter setting, when not received use Memphis Intl altimeter setting.

NA

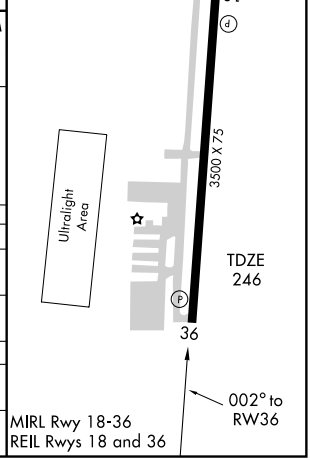
MISSED APPROACH: Climb to 3000 direct OZSOM WP and hold.

MEMPHIS APP CON	UNICOM
125.8 338.3	**122.8** (CTAF)





CATEGORY	A	B	C	D
S-36	780-1 534 (600-1)		780-1½ 534 (600-1½)	NA
CIRCLING	800-1 553 (600-1)		900-1¾ 653 (700-1¾)	NA
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
S-36	800-1 554 (600-1)		800-1½ 554 (600-1½)	NA
CIRCLING	820-1 573 (600-1)		920-2 673 (700-2)	NA



VORTAC MEM	APP CRS	Rwy ldg	3500
117.5	188°	TDZE	247
Chan 122		Apt Elev	247

VOR/DME RWY 18

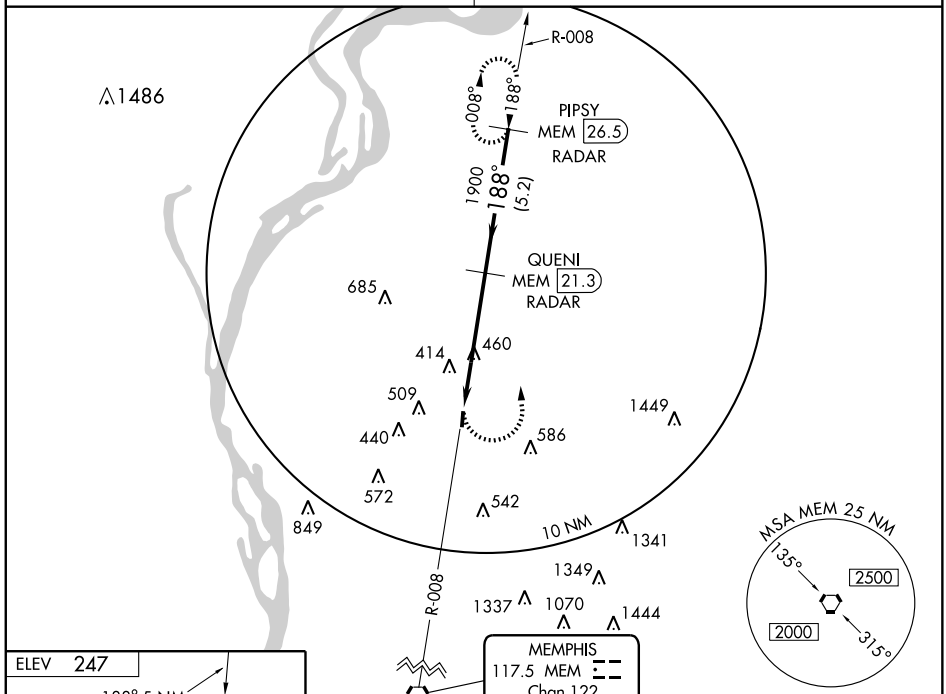
MILLINGTON/ CHARLES W.BAKER (2M8)

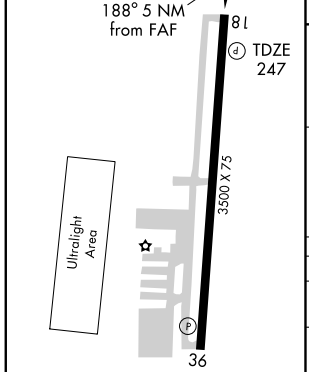
Use Millington Rgnl Jetport altimeter setting, when not received use Memphis Intl altimeter setting. RADAR REQUIRED.

NA

MISSED APPROACH: Climbing left turn to 2000 via MEM VORTAC R-008 to PIPSY/MEM 26.5 DME and hold.

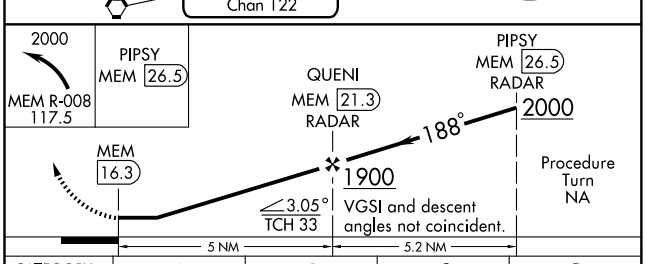
MEMPHIS APP CON	UNICOM
125.8 338.3	122.8 (CTAF)





MIRL Rwy 18-36
REIL Rwys 18 and 36

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-18	800-1 553 (600-1)		800-1½ 553 (600-1½)	NA
CIRCLING	800-1 553 (600-1)		900-1¾ 653 (700-1¾)	NA
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
S-18	820-1 573 (600-1)		820-1½ 573 (600-1½)	NA
CIRCLING	820-1 573 (600-1)		920-2 673 (700-2)	NA

SE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-NQA	APP CRS	Rwy ldg	8000
109.75	219°	TDZE	320
Chan 34 (Y)		Apt Elev	320

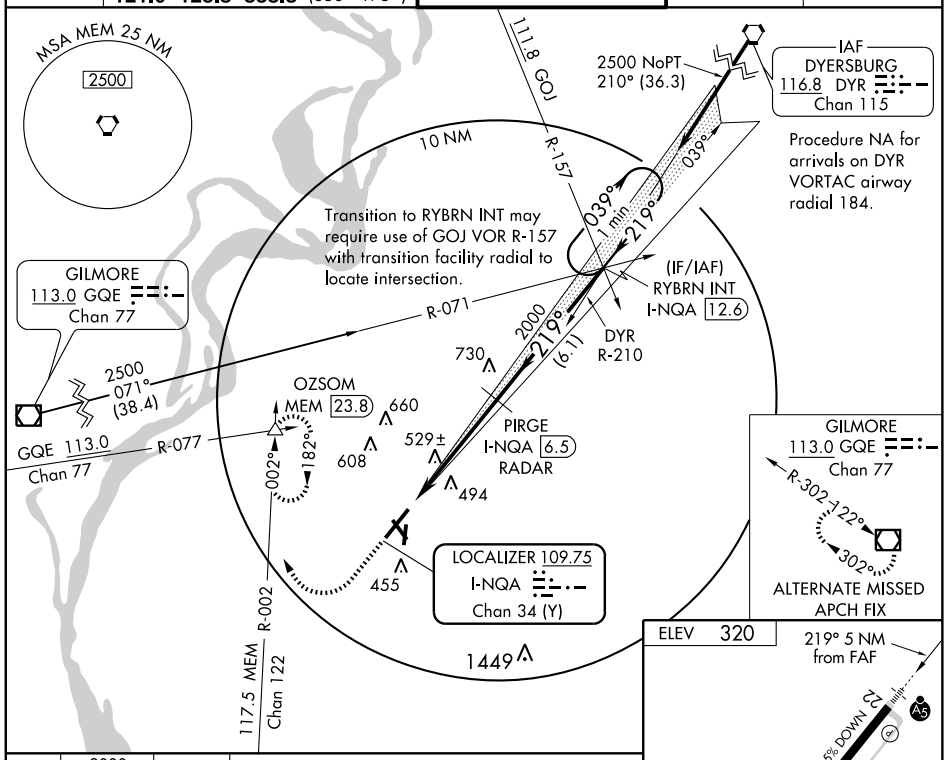
ILS or LOC RWY 22
MILLINGTON RGNL JETPORT (NQA)

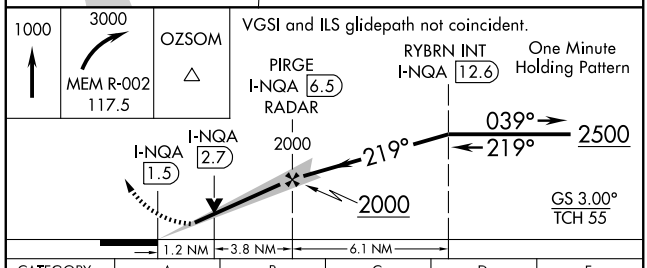
For inoperative MALSR, increase S-ILS Cat E visibility to ¾ and S-LOC Cat E visibility to 1½. DME or RADAR Required. If local altimeter setting not received, use Memphis altimeter setting and increase DA to 568 feet and increase all MDAs 60 feet. S-ILS 22 procedure NA when control tower closed if ceiling/visibility lower than 800/2. VDP NA when using Memphis altimeter setting.

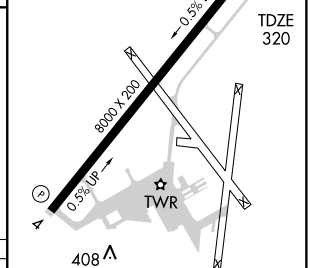
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via MEM VORTAC R-002 to OZSOM Int/MEM 23.8 DME and hold.

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95







HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

CATEGORY	A	B	C	D	E
S-ILS 22	520-½ 200 (200-½)				
S-LOC 22	780-½ 460 (500-½)		780-¾ 460 (500-¾)	780-1 460 (500-1)	
CIRCLING	820-1 500 (500-1)		820-1½ 500 (500-1½)	880-2 560 (600-2)	1020-2½ 700 (700-2½)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-1. 14 JAN 2010 to 11 FEB 2010

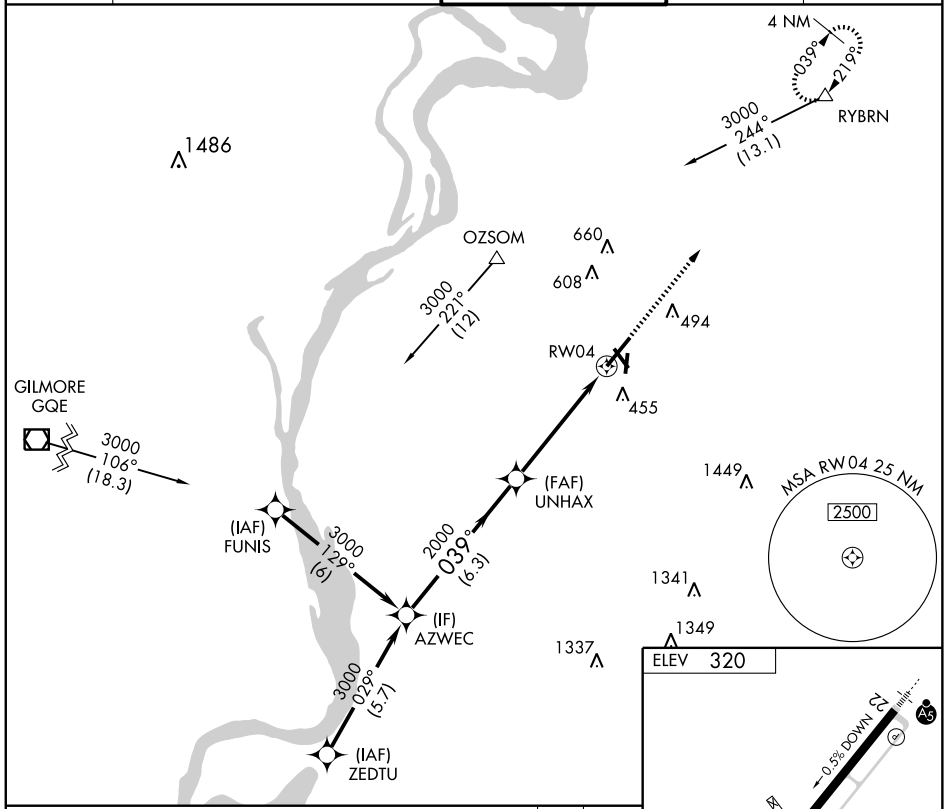
APP CRS	Rwy ldg	8000
039°	TDZE	292
	Apt Elev	320

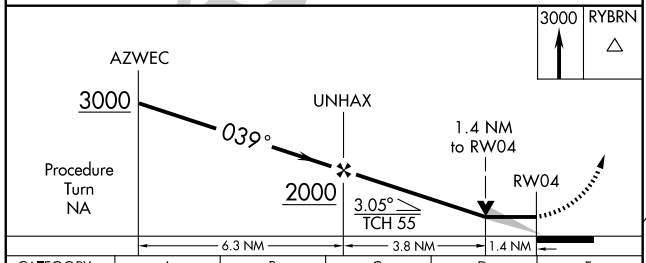
RNAV (GPS) RWY 4
MILLINGTON RGNL JETPORT (NQA)

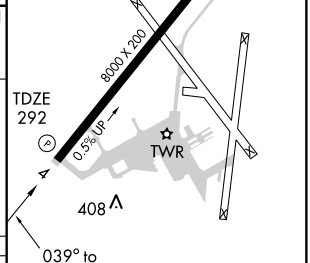
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Memphis altimeter settting and increase MDAs 60 feet. VDP NA when using Memphis altimeter setting.

MISSED APPROACH: Climb to 3000 direct RYBRN and hold.

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95







CATEGORY	A	B	C	D	E
LNAV MDA	760-1 468 (500-1)		760-1¼ 468 (500-1¼)	760-1½ 468 (500-1½)	760-1¾ 468 (500-1¾)
CIRCLING	820-1 500 (500-1)		820-1½ 500 (500-1½)	880-2 560 (600-2)	1020-2½ 700 (700-2½)

HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 86212 W22A	APP CRS 219°	Rwy ldg 8000 TDZE 320 Apt Elev 320

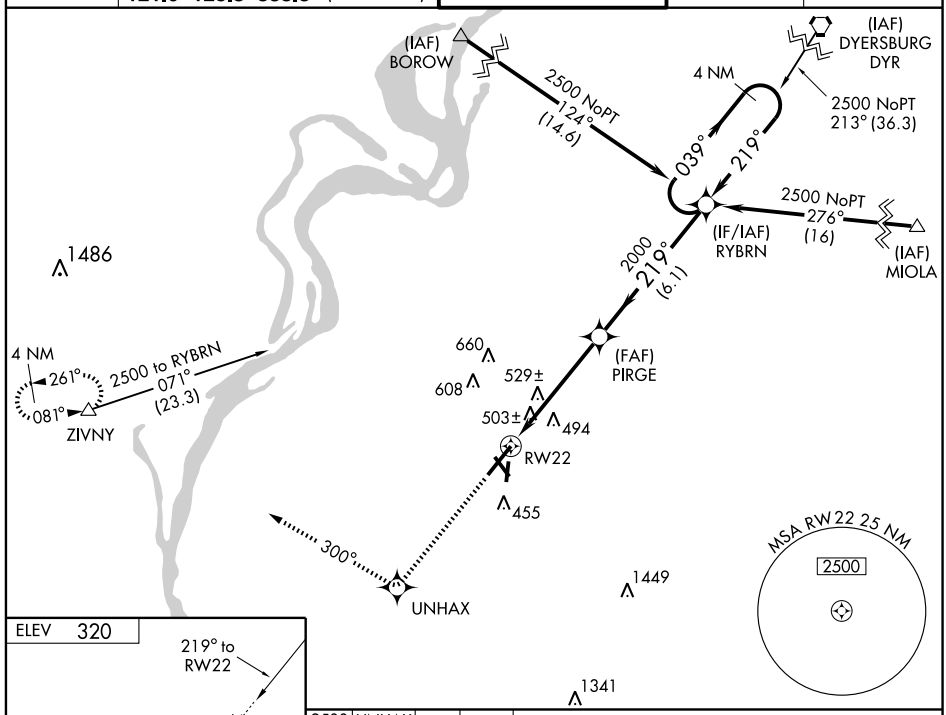
RNAV (GPS) RWY 22
MILLINGTON RGNL JETPORT (NQA)

For inoperative MALSR, increase LPV Cat E visibility to ¾, LNAV/VNAV Cat. E visibility to 1¾ and LNAV Cat. E visibility to 1½. If local altimeter setting not received, use Memphis altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Memphis altimeter setting. DME/DME RNP-0.3 NA.

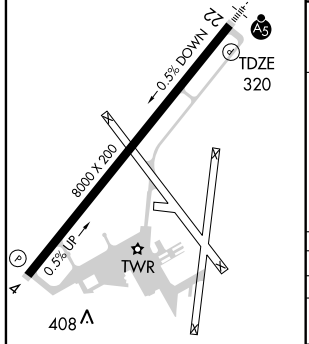
MALSR

MISSED APPROACH: Climb to 2500 direct UNHAX and via 300° track to ZIVNY and hold.

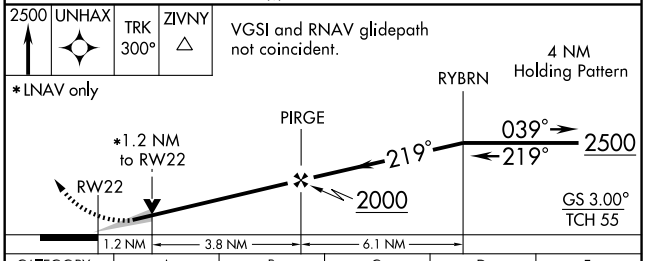
AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95



SE-1. 14 JAN 2010 to 11 FEB 2010



HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L



CATEGORY	A	B	C	D	E
LPV DA	570-½ 250 (300-½)				
LNAV/VNAV DA	795-1¼ 475 (500-1¼)				
LNAV MDA	780-½ 460 (500-½)		780-¾ 460 (500-¾)	780-1 460 (500-1)	
CIRCLING	820-1 500 (500-1)		820-1½ 500 (500-1½)	880-2 560 (600-2)	1020-2½ 700 (700-2½)

VORTAC MEM	APP CRS	Rwy ldg	8000
117.5	195°	TDZE	320
Chan 122		Apt Elev	320

VOR/DME or TACAN RWY 22

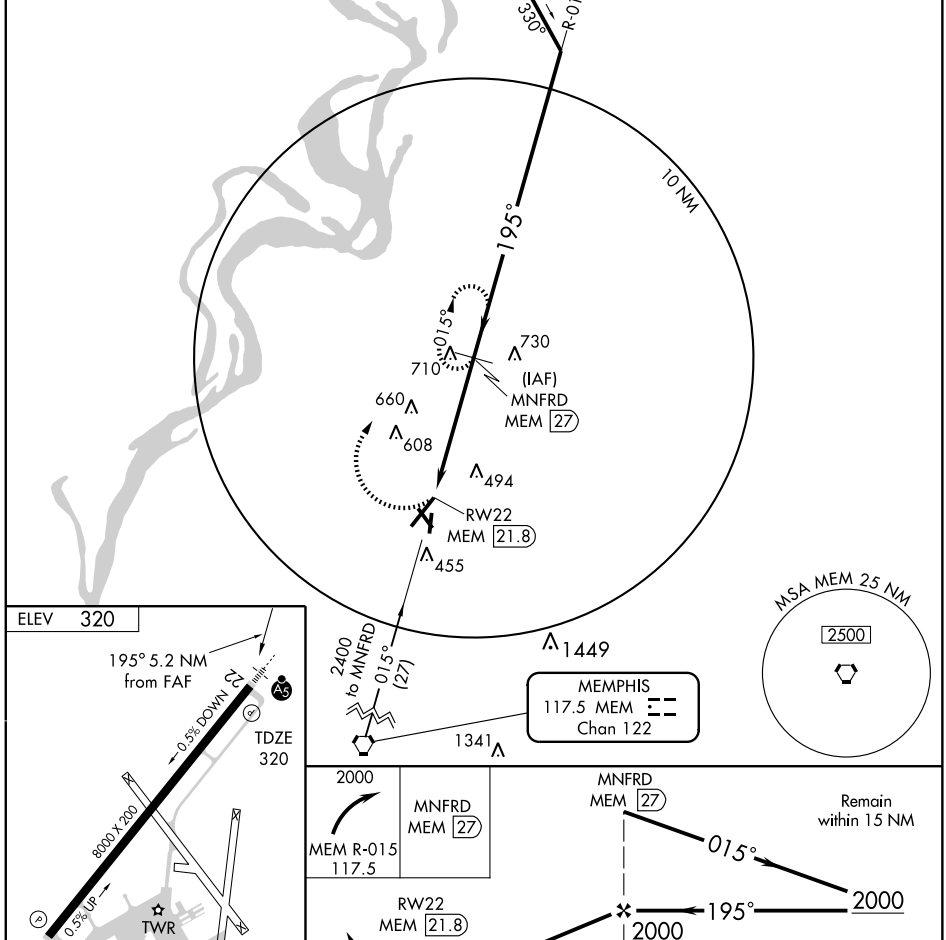
MILLINGTON RGNL JETPORT (NQA)

Inoperative table does not apply.
If local altimeter setting not received, use Memphis altimeter settting and increase all MDAs 60 feet.

MALSR

MISSED APPROACH: Climbing right turn to 2000 via MEM VORTAC R-015 to MNFRD/27 DME and hold.

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95



CATEGORY	A	B	C	D	E
S-22	960-1 640 (700-1)	960-1¼ 640 (700-1¼)	960-1¾ 640 (700-1¾)	960-2 640 (700-2)	960-2¼ 640 (700-2¼)
CIRCLING	960-1 640 (700-1)	960-1¼ 640 (700-1¼)	960-1¾ 640 (700-1¾)	960-2 640 (700-2)	1020-2½ 700 (700-2½)

HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

NDB JXT	APP CRS	Rwy ldg	5717
346	053°	TDZE	1313
		Apt Elev	1313

NDB or GPS RWY 5

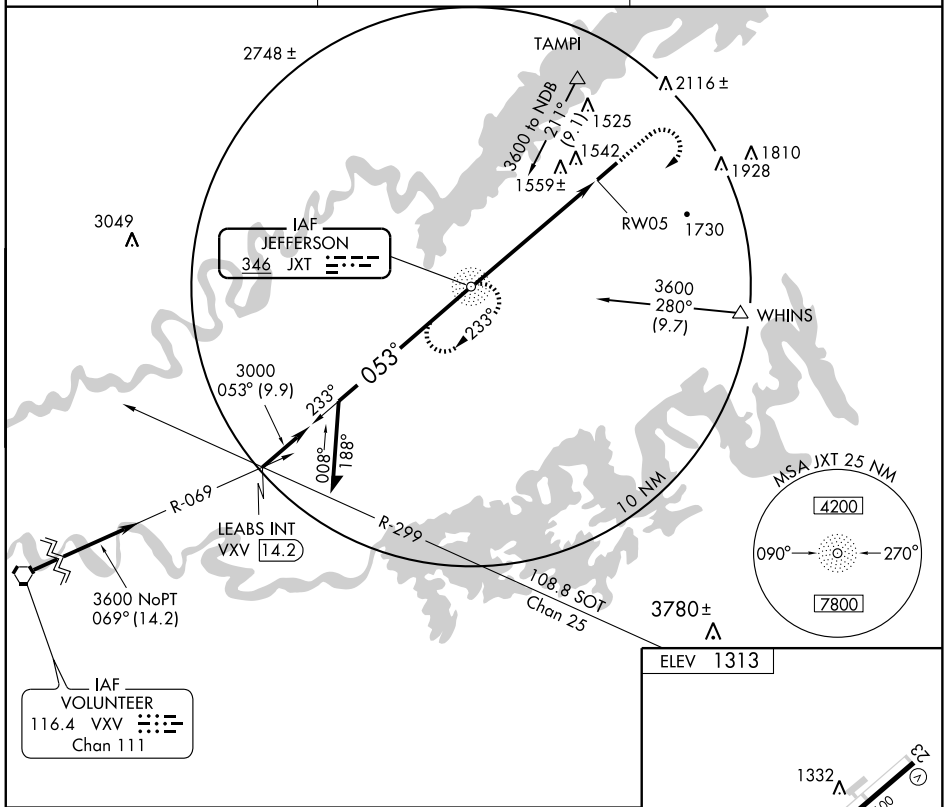
MORRISTOWN/MOORE-MURRELL (MOR)

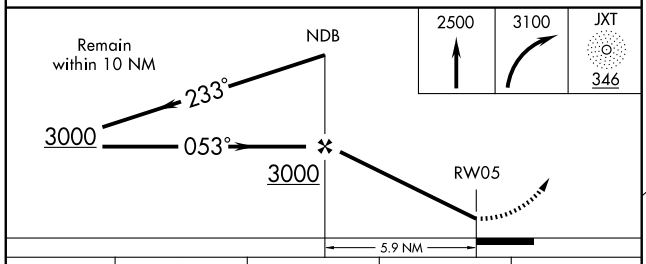
NA — If local altimeter setting not received, use Knoxville altimeter setting and increase all MDAs 140 feet. Inoperative table does not apply.

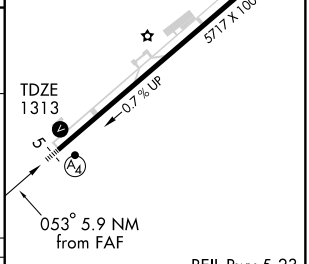
MALSF

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct JXT NDB and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.725	132.8 360.8	122.8 (CTAF) L







REIL Rwy 5-23
MIRL Rwy 5-23

CATEGORY	A	B	C	D
S-5	1860-1 547 (600-1)		1860-1½ 547 (600-1½)	1860-1¾ 547 (600-1¾)
CIRCLING	1880-1 567 (600-1)	1920-1 607 (700-1)	2060-2¼ 747 (800-2¼)	2180-2¾ 867 (900-2¾)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SDF MOR	APP CRS	Rwy ldg	5717
109.5	053°	TDZE	1313
Chan 32		Apt Elev	1313

SDF RWY 5

MORRISTOWN/MOORE-MURRELL (MOR)

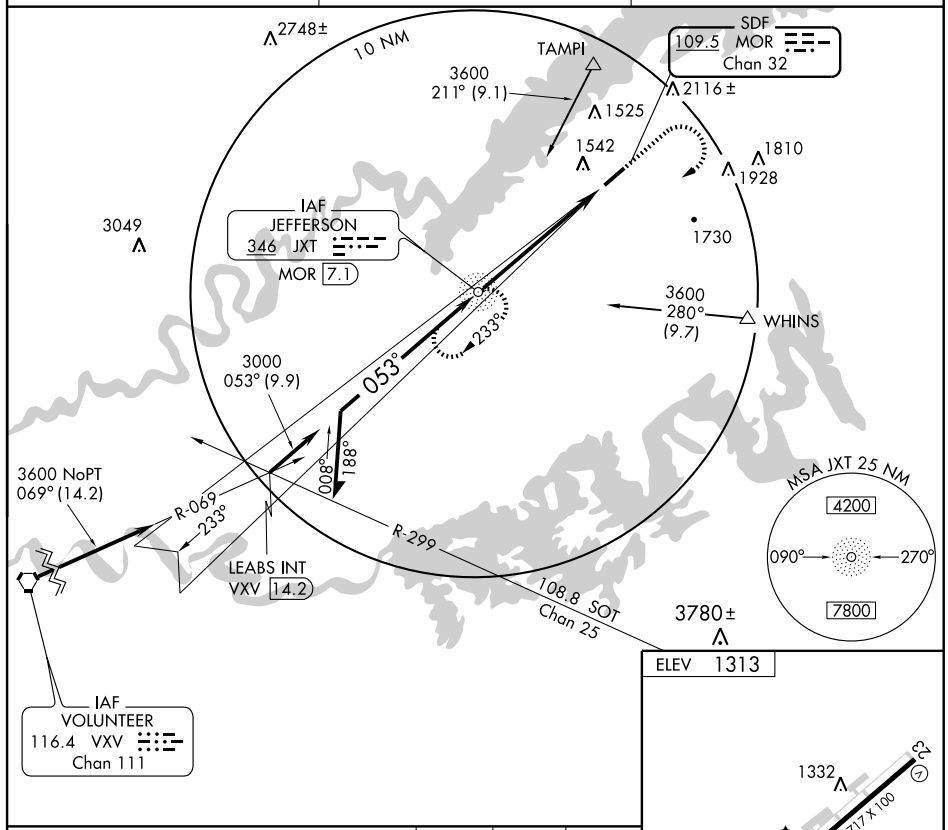
If local altimeter setting not received, use Knoxville altimeter setting and increase all MDAs 140 feet.
Inoperative table does not apply.
ADF REQUIRED

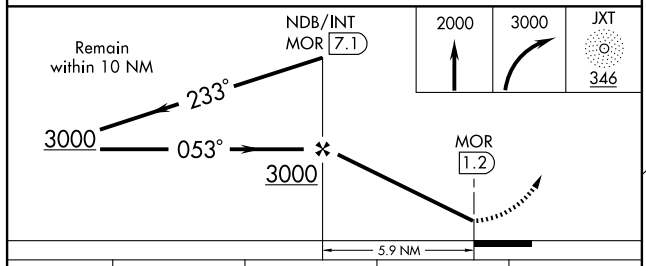
NA

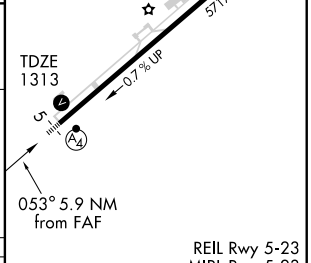
MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct JXT NDB and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.725	132.8 360.8	122.8 (CTAF)







REIL Rwy 5-23
MIRL Rwy 5-23

CATEGORY	A	B	C	D
S-5	1720-1 407 (500-1)		1720-1¼ 407 (500-1¼)	
CIRCLING	1880-1 567 (600-1)	1920-1 607 (700-1)	2060-2¼ 747 (800-2¼)	2180-2¾ 867 (900-2¾)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4498
065°	TDZE	2240
	Apt Elev	2240

RNAV (GPS) RWY 6

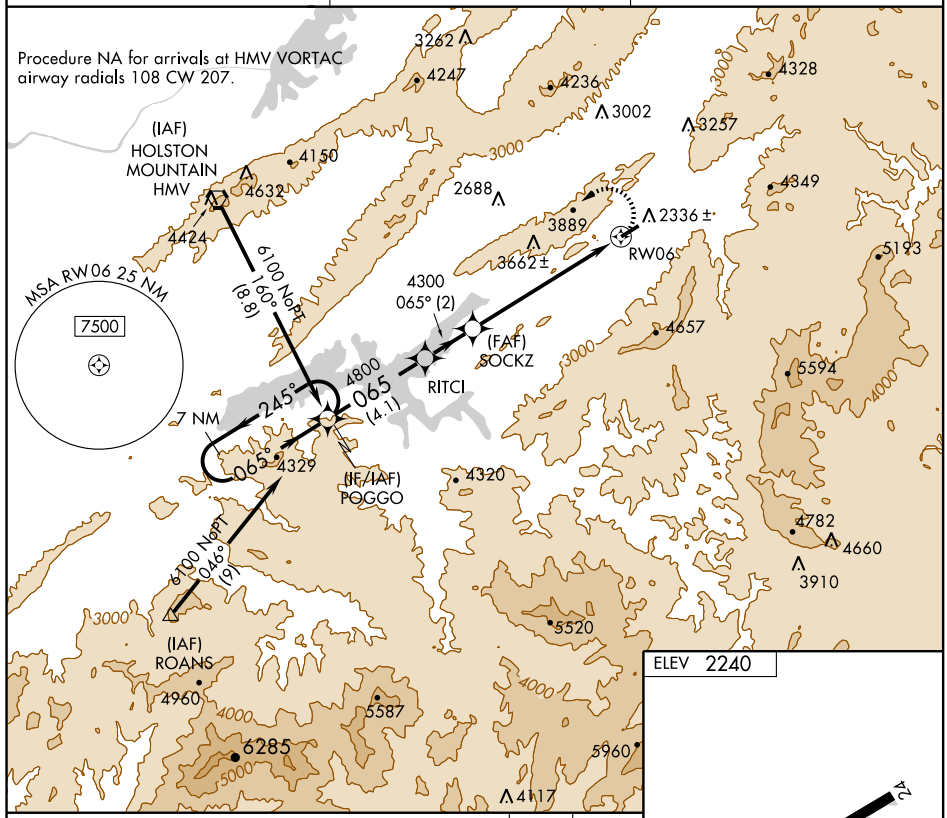
MOUNTAIN CITY/ JOHNSON COUNTY (6A4)

NA

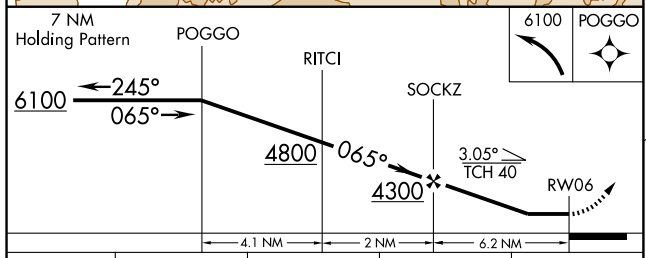
Circling NA for Cat. D SE of Rwy 06-24. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDA 80 feet.

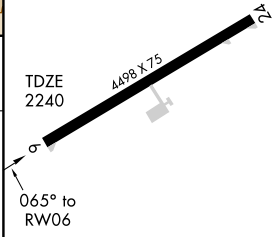
MISSED APPROACH: Climbing left turn to 6100 direct POGGO and hold.

AWOS-3	TRI-CITY APP CON ★	UNICOM
126.225	134.425 349.0	122.7 (CTAF)



ELEV 2240





CATEGORY	A	B	C	D
LNAV MDA	3900-1¼ 1660 (1700-1¼)	3900-1½ 1660 (1700-1½)	3900-3 1660 (1700-3)	
CIRCLING	3900-1¼ 1660 (1700-1¼)	3900-1½ 1660 (1700-1½)	4280-3 2040 (2100-3)	4300-3 2060 (2100-3)

APP CRS	Rwy ldg	4498
253°	TDZE	2240
	Apt Elev	2240

RNAV (GPS) RWY 24

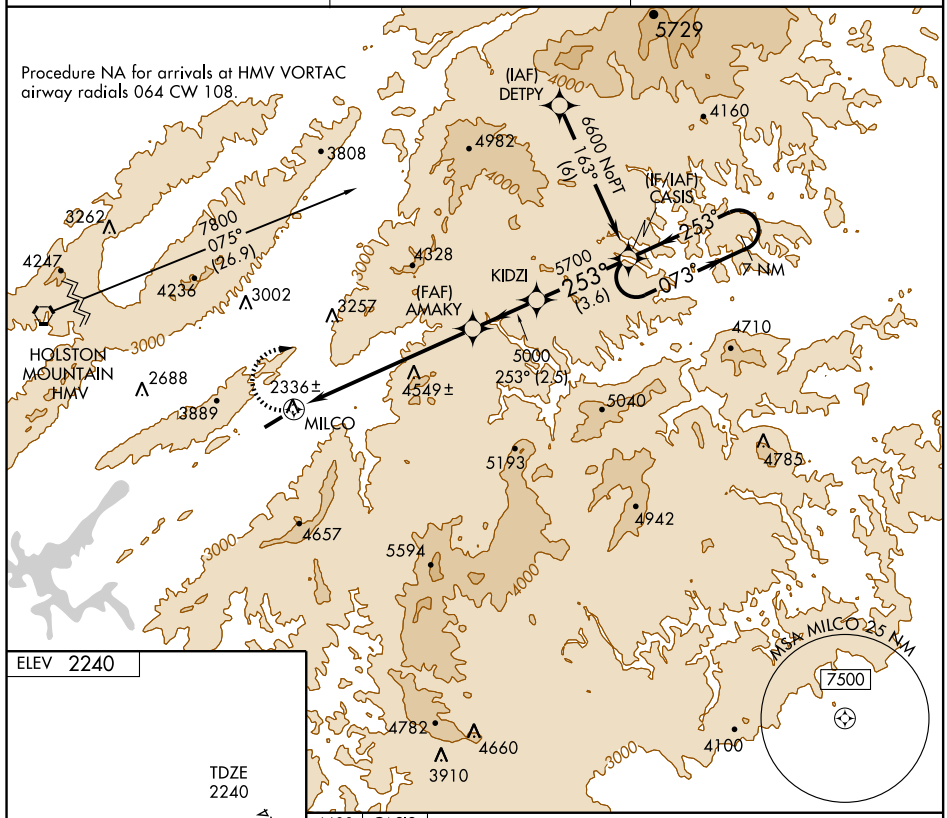
MOUNTAIN CITY/ JOHNSON COUNTY (6A4)

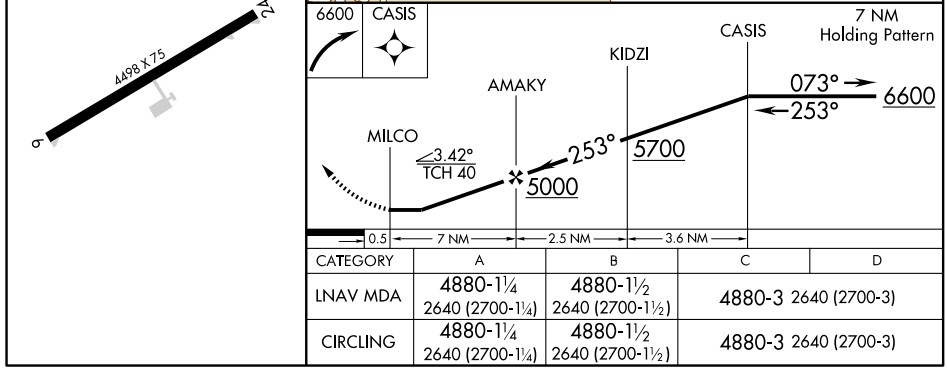
NA

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 6600 direct CASIS and hold.

AWOS-3	TRI-CITY APP CON ★	UNICOM
126.225	134.425 349.0	122.7 (CTAF)

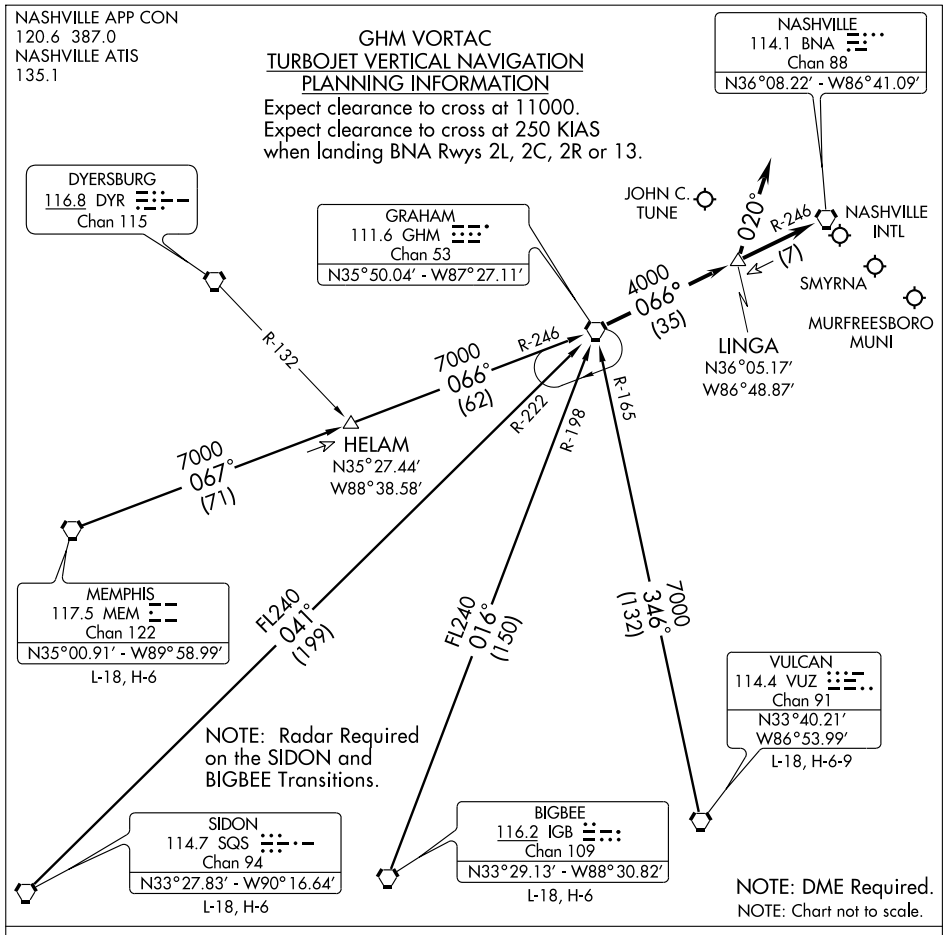




CATEGORY	A	B	C	D
LNAV MDA	4880-1¼ 2640 (2700-1¼)	4880-1½ 2640 (2700-1½)	4880-3 2640 (2700-3)	
CIRCLING	4880-1¼ 2640 (2700-1¼)	4880-1½ 2640 (2700-1½)	4880-3 2640 (2700-3)	

GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE



BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . . .

SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . . .

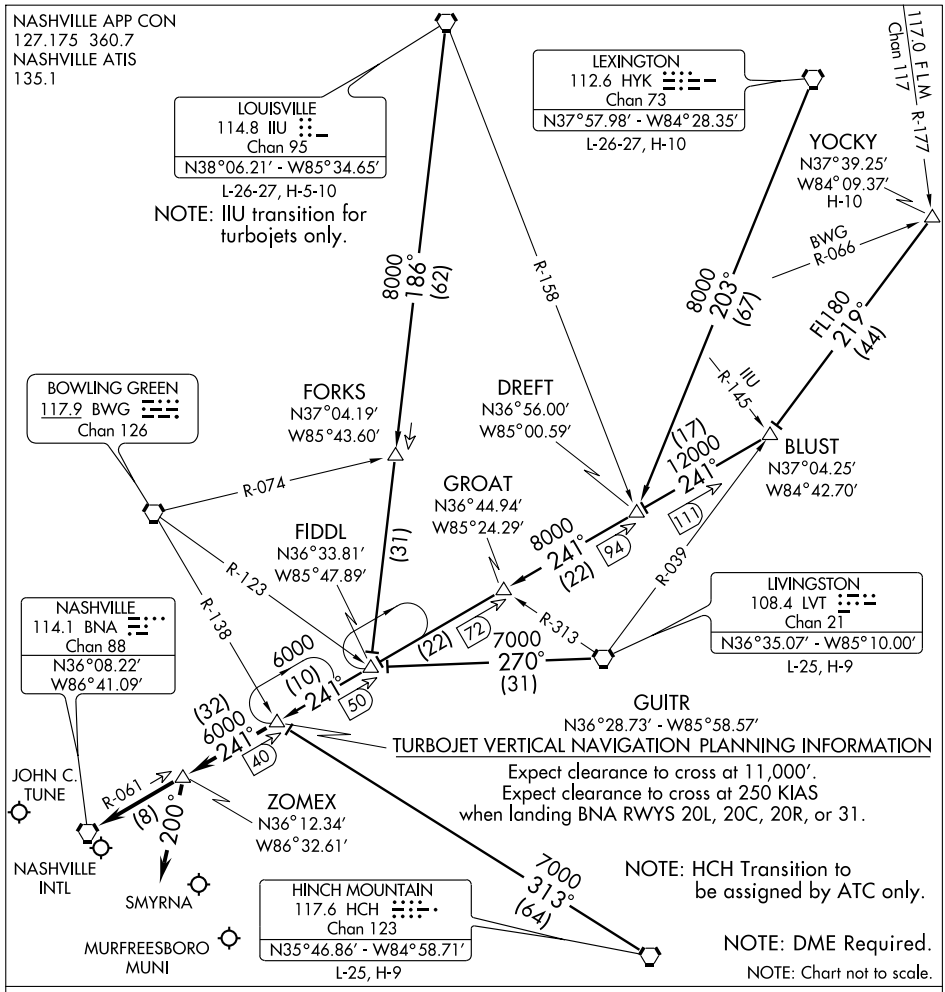
VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

SE-1, 14 JAN 2010 to 11 FEB 2010

GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . . .

LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.GUITR4): From over IIU VORTAC via IIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

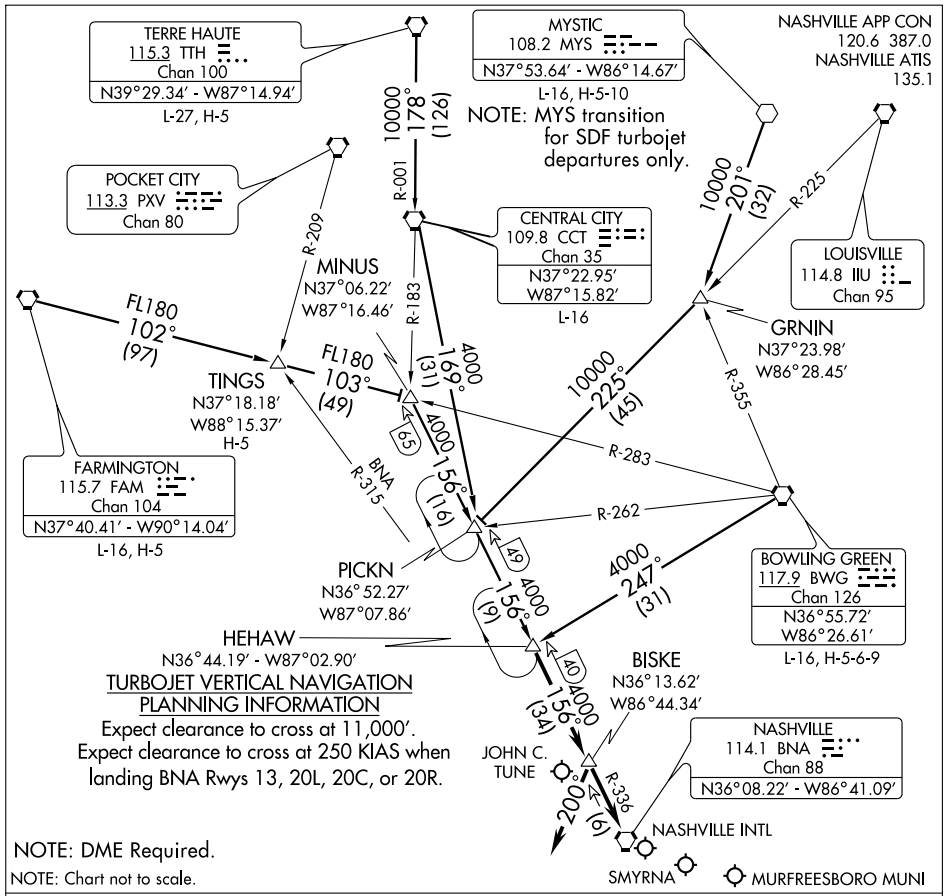
YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. NON-TURBINE; all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

SE-1, 14 JAN 2010 to 11 FEB 2010

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via IIU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. NON-TURBINE;
ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

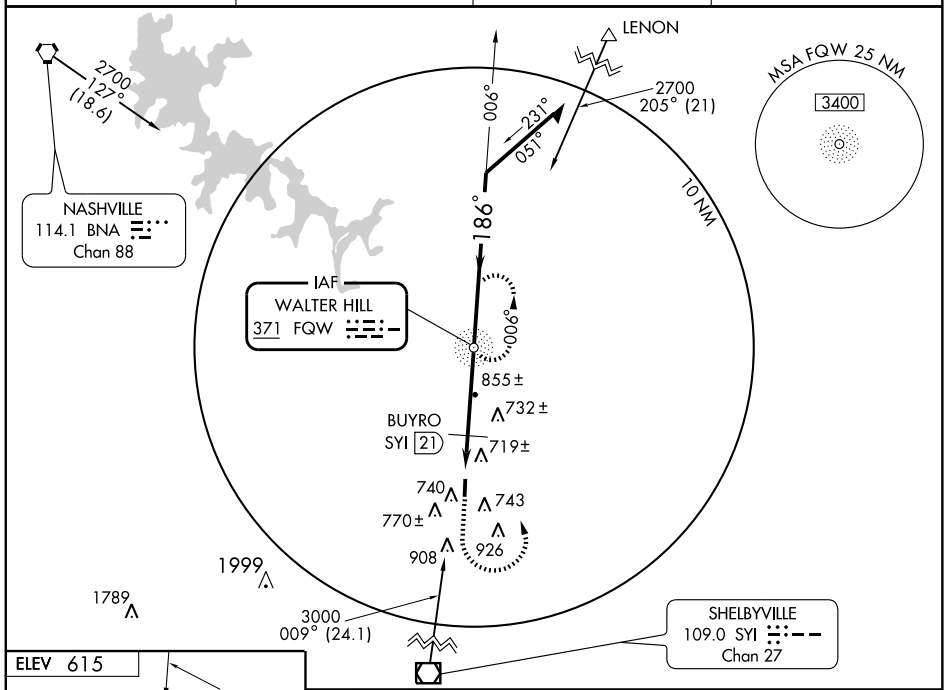
NDB FQW 371	APP CRS 186°	Rwy ldg 3898 TDZE 613 Apt Elev 615

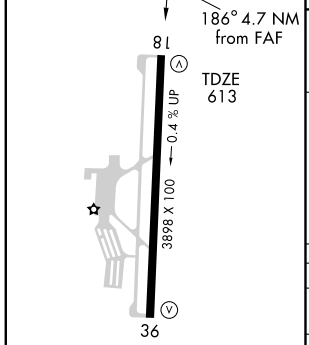
NDB RWY 18

MURFREESBORO MUNI (MBT)

MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct FQW NDB and hold.

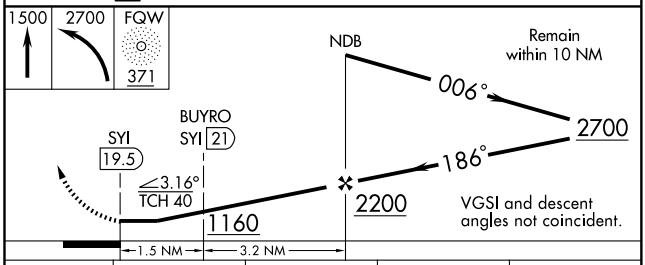
AWOS-3	NASHVILLE APP CON	GCO	UNICOM
133.975	118.4 360.7	135.075	122.7 (CTAF)





MIRL Rwy 18-36
REIL Rwys 18 and 36

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-18	1160-1 547 (600-1)		1160-1½ 547 (600-1½)	NA
CIRCLING	1160-1 545 (600-1)		1160-1½ 545 (600-1½)	NA
BUYRO DME MINIMUMS				
S-18	1020-1 407 (500-1)		1020-1¼ 407 (500-1¼)	NA
CIRCLING	1080-1 465 (500-1)		1080-1½ 465 (500-1½)	NA

SE-1. 14 JAN 2010 to 11 FEB 2010

MURFREESBORO,TENNESSEE

AL-6123 (FAA)

WAAS	APP CRS		
CH **48812**	**184°**	Rwy ldg	**3898**
W18A		TDZE	**612**
		Apt Elev	**614**

RNAV (GPS) RWY 18

MURFREESBORO MUNI (MBT)

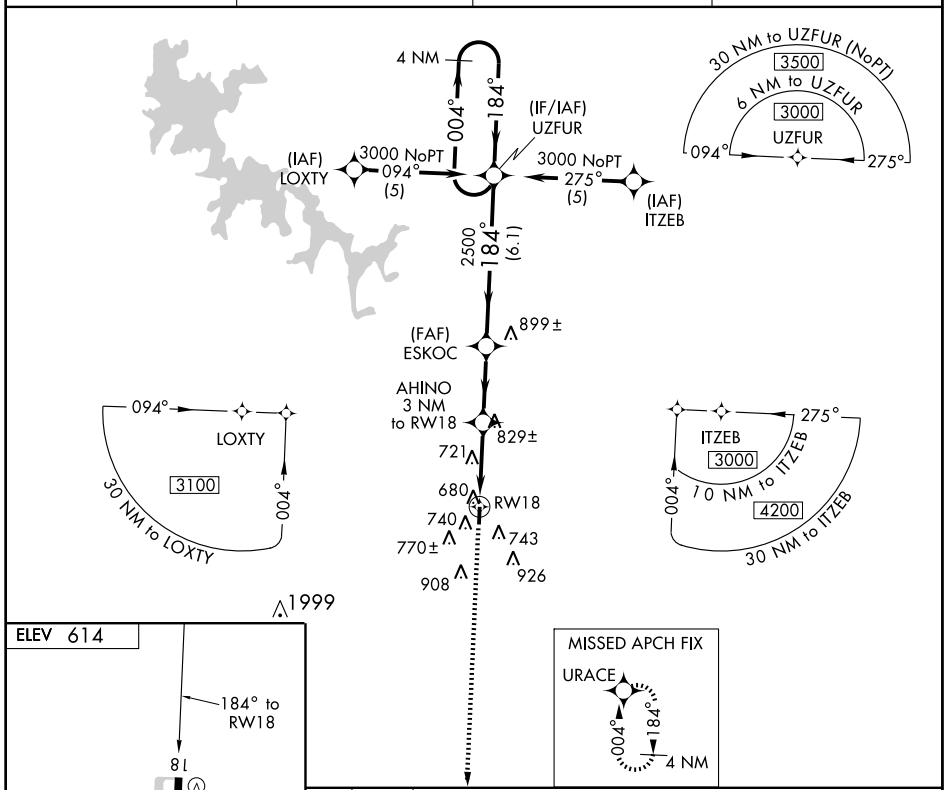
Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNVAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 51 feet, all MDA 60 feet, LPV and LNAV/VNAV all Cats. and LNAV Cats. C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.

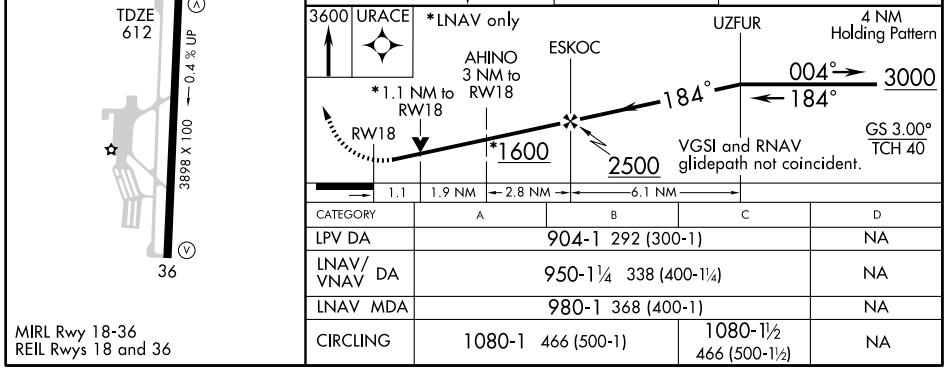
T

NA

MISSED APPROACH: Climb to 3600 direct URACE and hold, continue climb-in-hold to 3600.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
133.975	**118.4 360.7**	**135.075**	**122.7** (CTAF)





CATEGORY	A	B	C	D
LPV DA	904-1 292 (300-1)			NA
LNAV/VNAV DA	950-1¼ 338 (400-1¼)			NA
LNAV MDA	980-1 368 (400-1)			NA
CIRCLING	1080-1 466 (500-1)		1080-1½ 466 (500-1½)	NA

MIRL Rwy 18-36
REIL Rwys 18 and 36

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3898
004°	TDZE	614
	Apt Elev	614

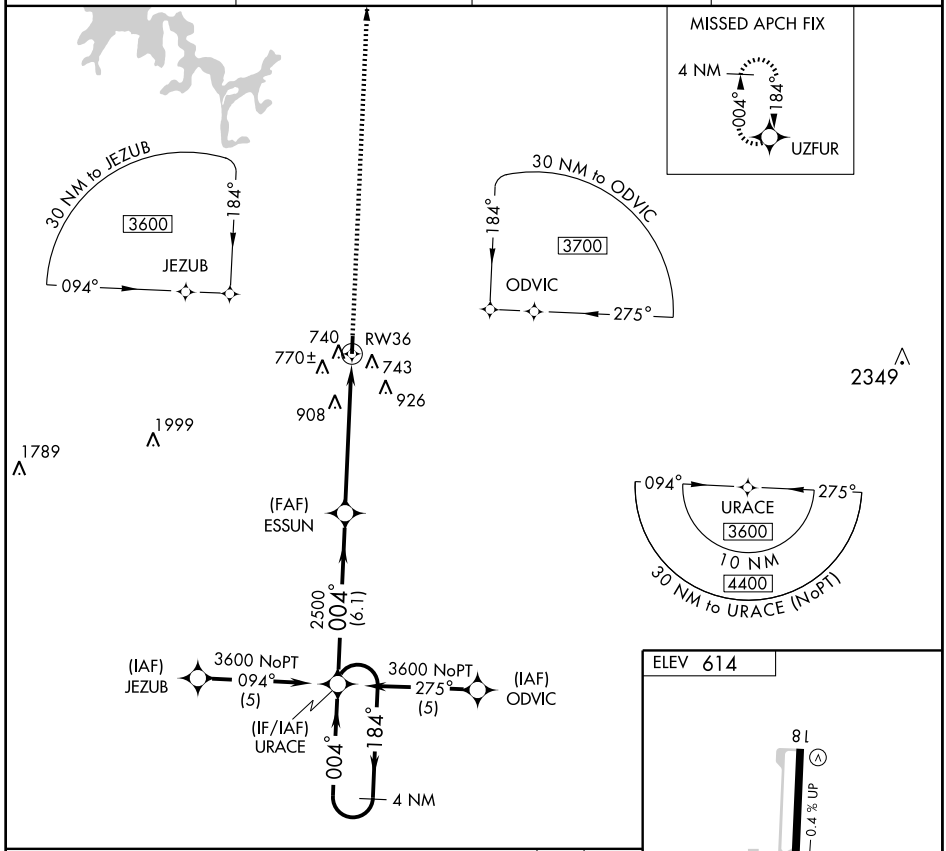
RNAV (GPS) RWY 36
MURFREESBORO MUNI (MBT)

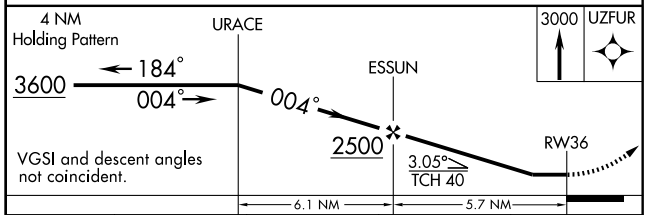
NA

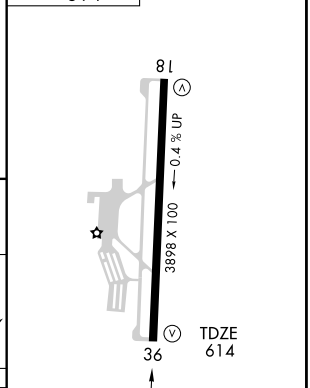
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct UZFUR and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
133.975	118.4 360.7	135.075	122.7 (CTAF)





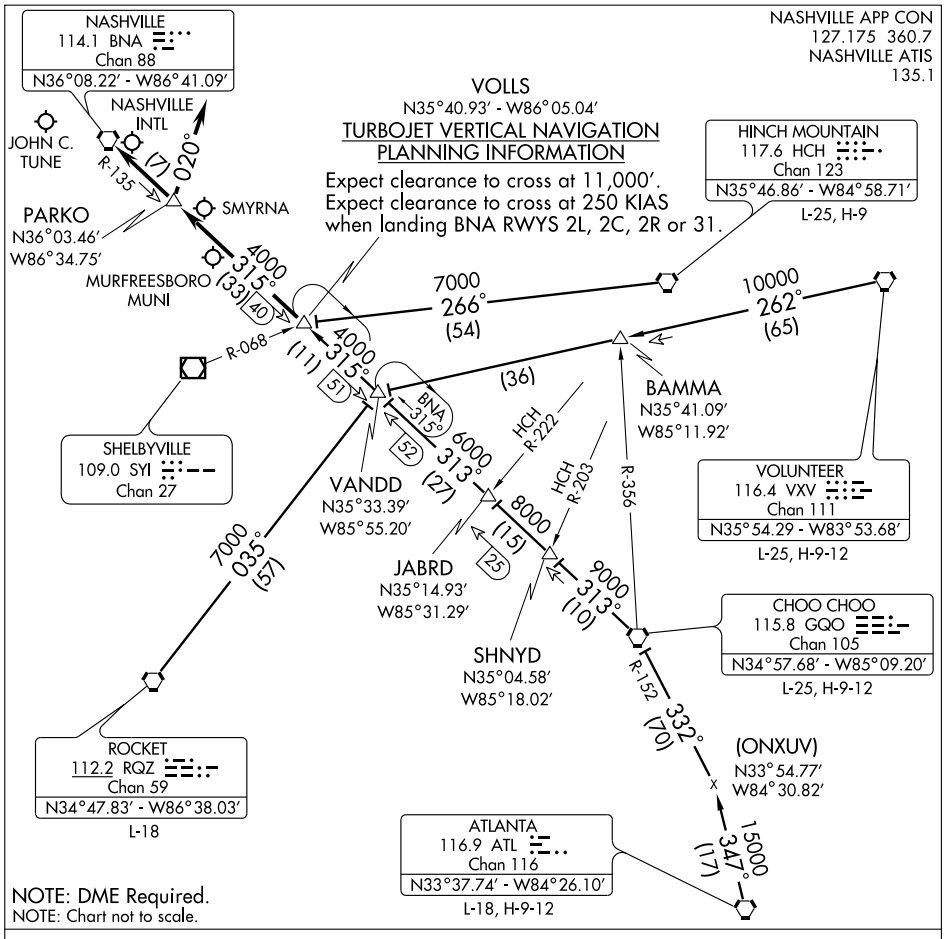


CATEGORY	A	B	C	D
LNAV MDA	1220-1 606 (700-1)		1220-1¾ 606 (700-1¾)	NA
CIRCLING	1220-1 606 (700-1)		1220-1¾ 606 (700-1¾)	NA

VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)

ST-282 (FAA)

NASHVILLE, TENNESSEE



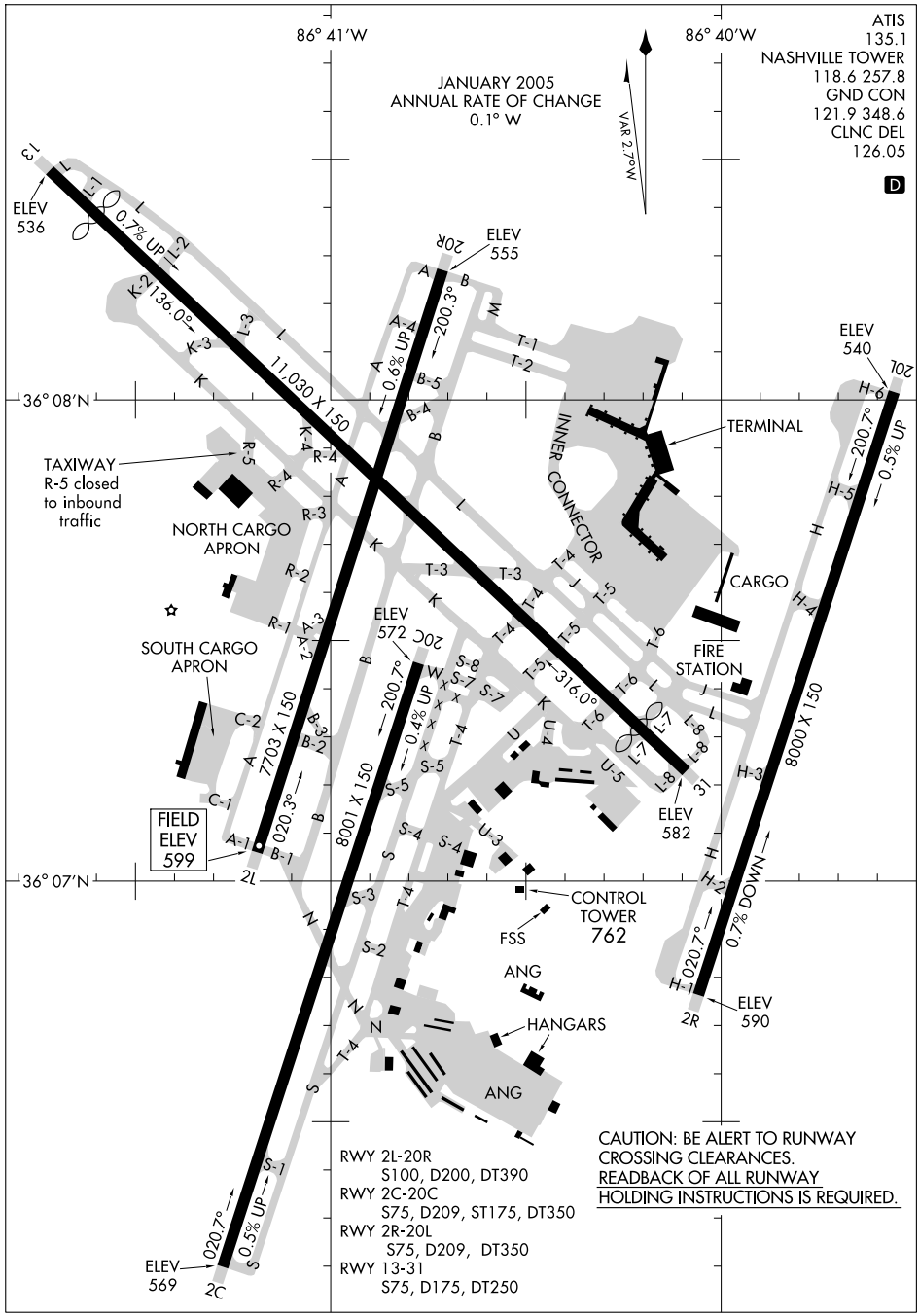
ATLANTA TRANSITION (ATL.VOLLS7): From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .
CHOO CHOO TRANSITION (GQO.VOLLS7): From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .
HINCH MOUNTAIN TRANSITION (HCH.VOLLS7): From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . . .
ROCKET TRANSITION (RQZ.VOLLS7): From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.VOLLS7): From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. LANDING SOUTH: From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. NON-TURBINE; all runways: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

AIRPORT DIAGRAM

AL-282 (FAA)

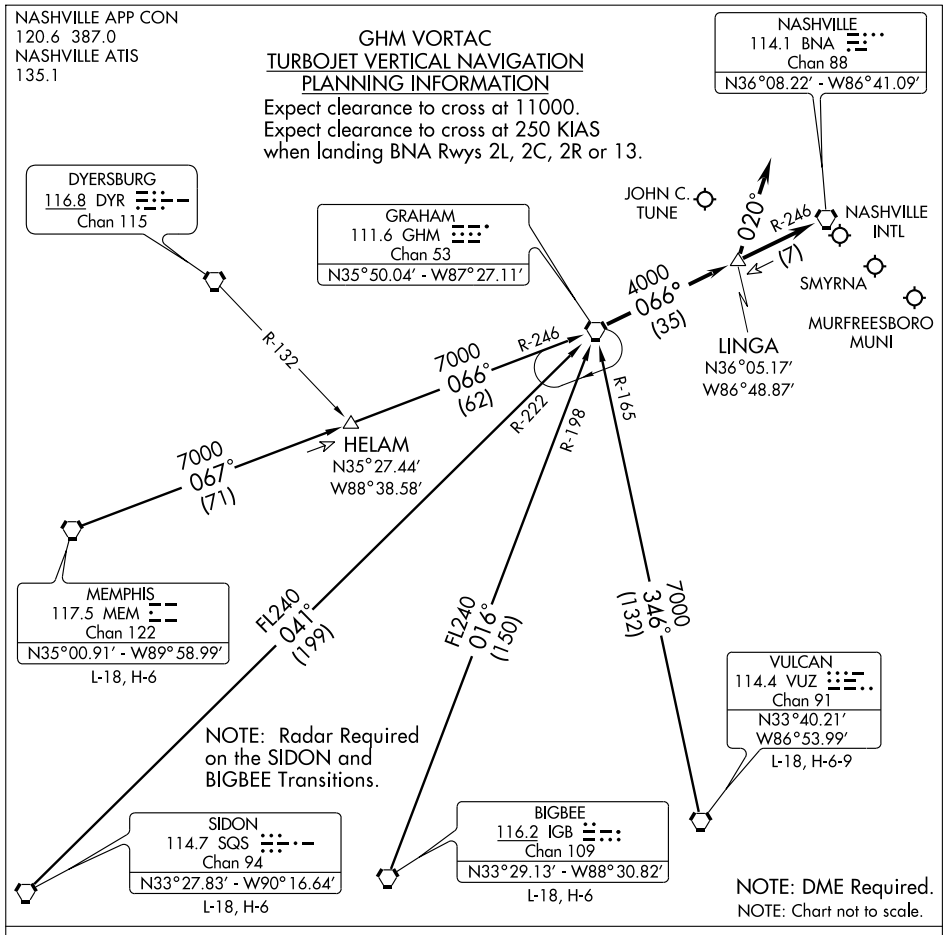
NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE



SE-1, 14 JAN 2010 to 11 FEB 2010

GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE



BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . . .

SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . . .

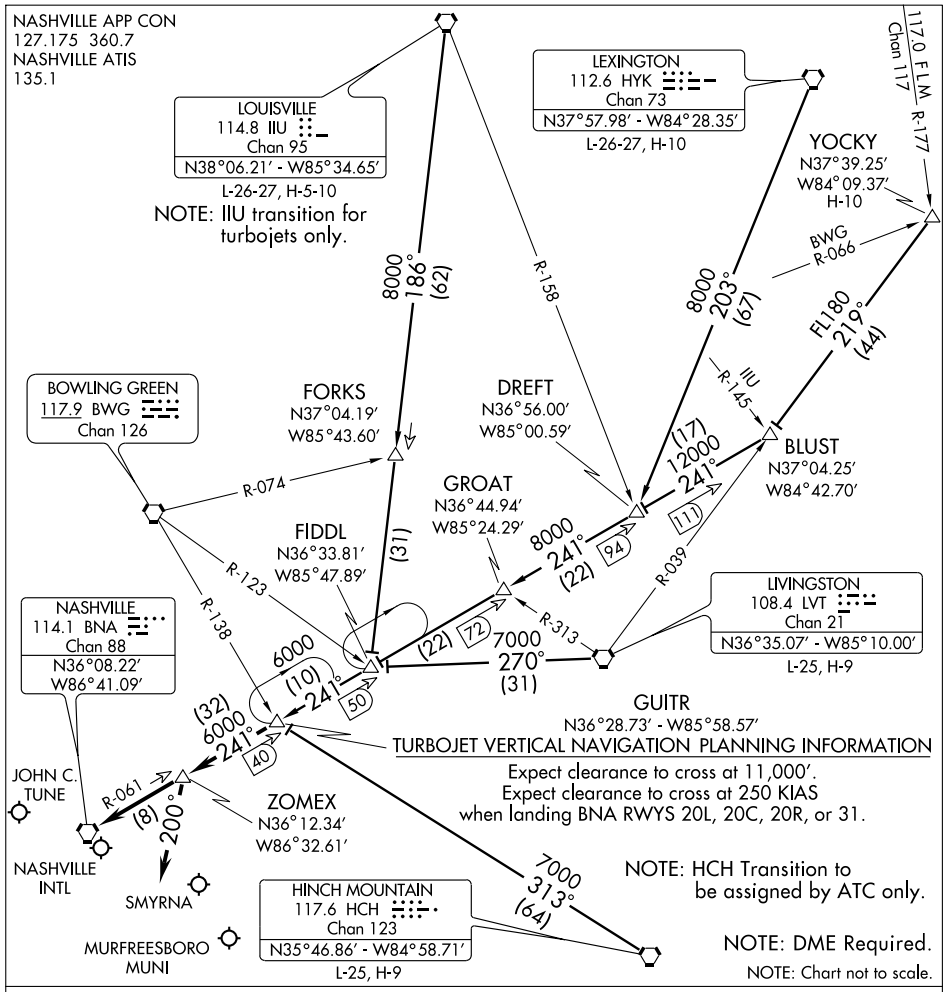
VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

SE-1, 14 JAN 2010 to 11 FEB 2010

GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . . .

LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.GUITR4): From over IIU VORTAC via IIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

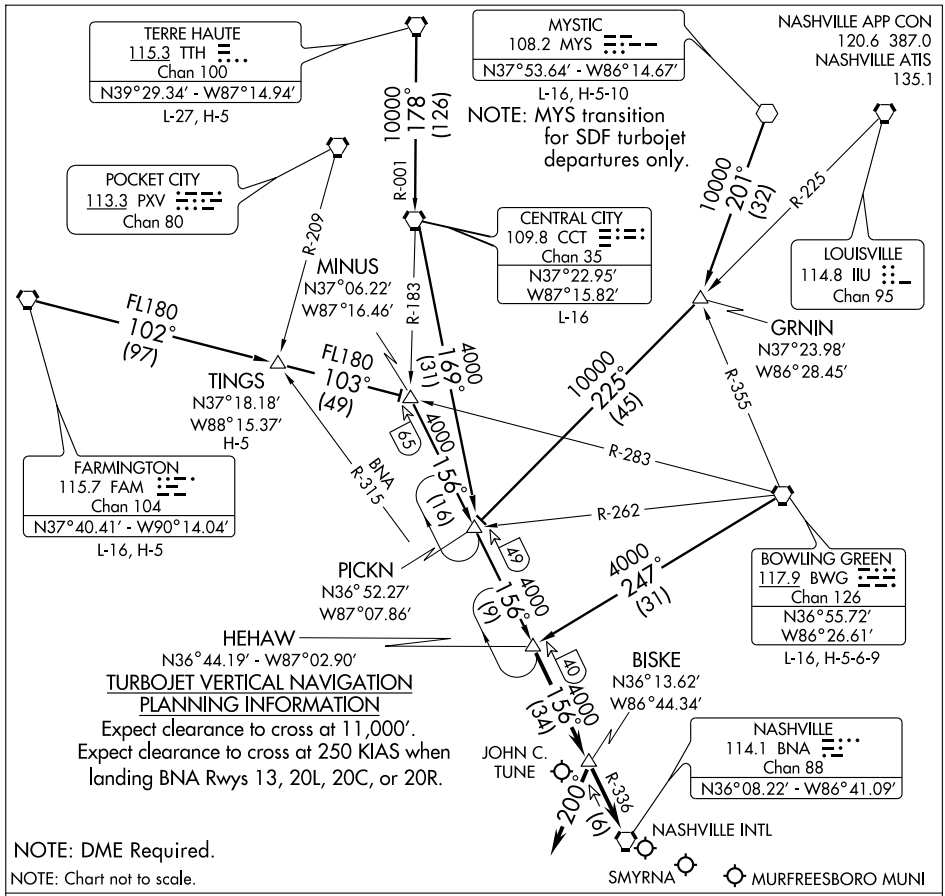
YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. NON-TURBINE; all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

SE-1, 14 JAN 2010 to 11 FEB 2010

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via IIU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. NON-TURBINE;
ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

LOC I-EZN 110.75	APP CRS 021°	Rwy ldg 8000 TDZE 587 Apt Elev 599

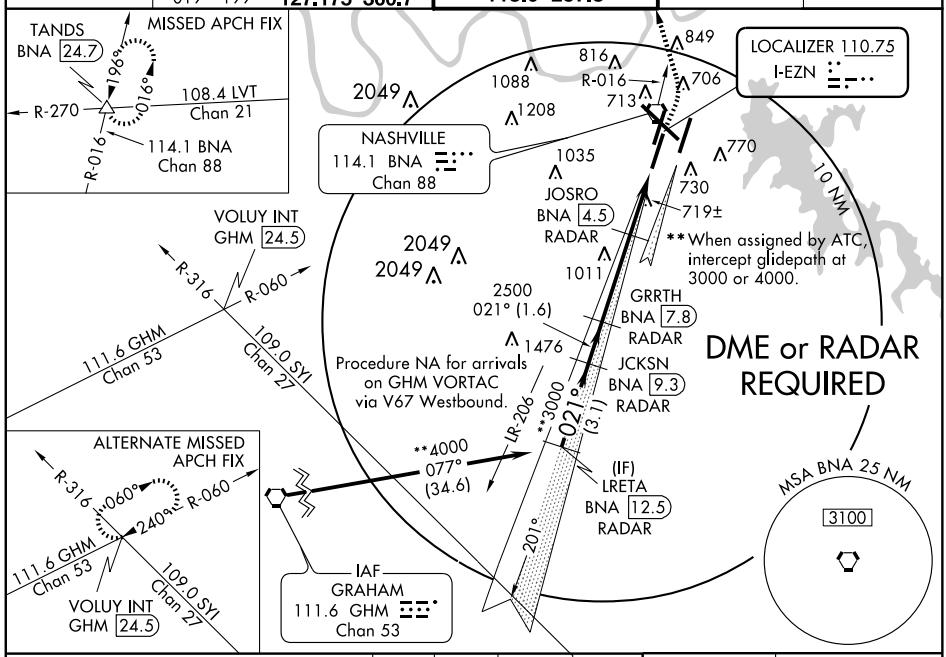
ILS or LOC RWY 2C
NASHVILLE INTL (BNA)

For inoperative MALSR, increase S-LOC 2C Cat A visibility to RVR 5000.
Simultaneous approach authorized with RWY 2R.
DME or RADAR REQUIRED. ** RVR 1800 authorized with the use of FD or AP or HUD to DA. LOC procedure NA during simultaneous operations.

MALSR

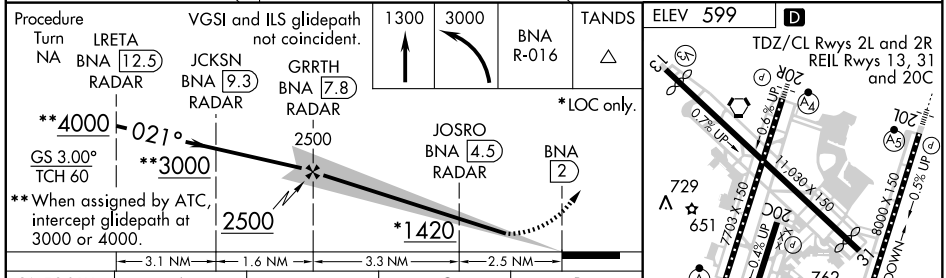
MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via BNA VORTAC R-016 to TANDS INT/BNA 24.7 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°- 018° 120.6 387.0 019°- 199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05



Procedure Turn NA

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 2C	**787/24 200 (200-½)			
S-LOC 2C	1420/40 833 (900-¾)		1420-2 833 (900-2)	1420-2¼ 833 (900-2¼)
CIRCLING	1420-1 821 (900-1)	1420-1¼ 821 (900-1¼)	1420-2½ 821 (900-2½)	1420-2¾ 821 (900-2¾)
JOSRO FIX MINIMUMS				
S-LOC 2C	980/24 393 (400-½)			980/40 393 (400-¾)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:47	3:51	2:53	2:19	1:56

SE-1. 14 JAN 2010 to 11 FEB 2010

ILS or LOC RWY 2L
NASHVILLE INTL (BNA)

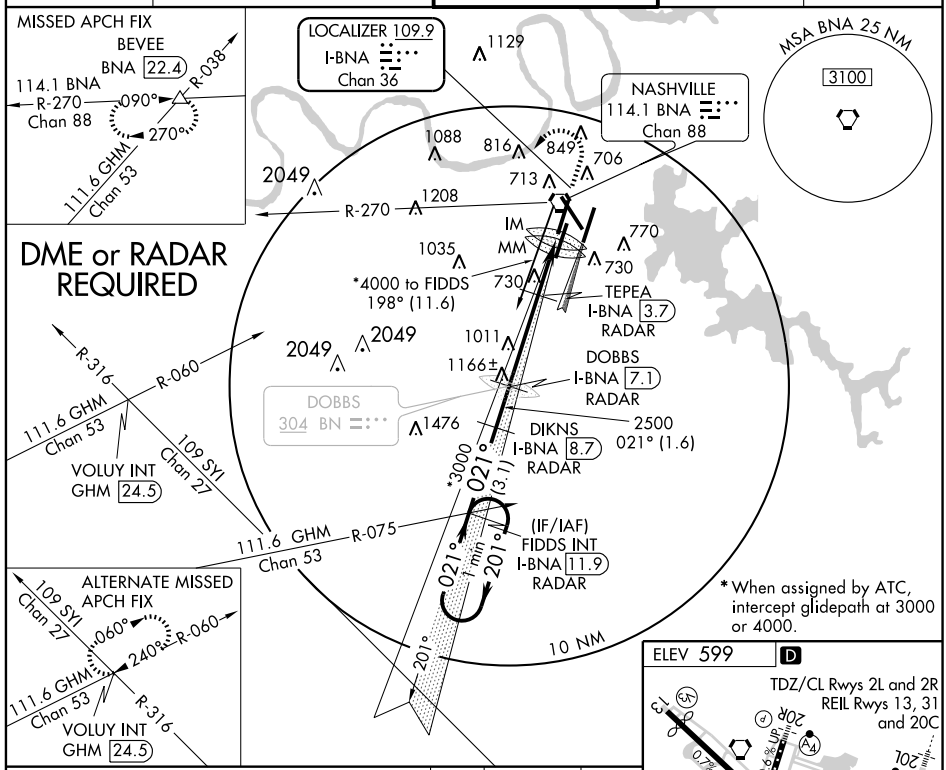
LOC/DME I-BNA	APP CRS	Rwy ldg 7702
109.9	021°	TDZE 599
Chan 36		Apt Elev 599

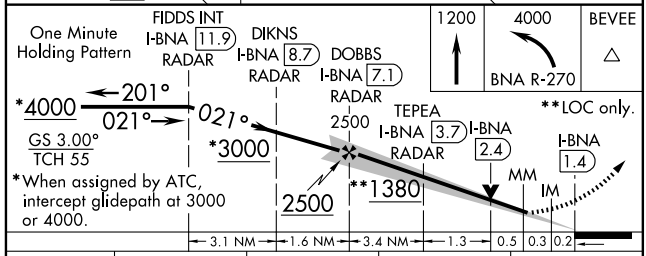
Simultaneous approach authorized with Rwy 2R. DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations.

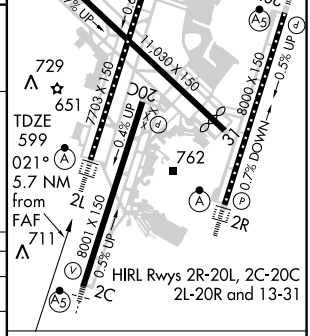
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via BNA VORTAC R-270 to BEVEE INT/BNA 22.4 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05







CATEGORY	A	B	C	D
S-ILS 2L	799/18 200 (200-½)			
S-LOC 2L	980/24 381 (400-½)			980/40 381 (400-¾)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-UQU	APP CRS	Rwy ldg	8000
111.75	021°	TDZE	590
Chan 54 (Y)		Apt Elev	599

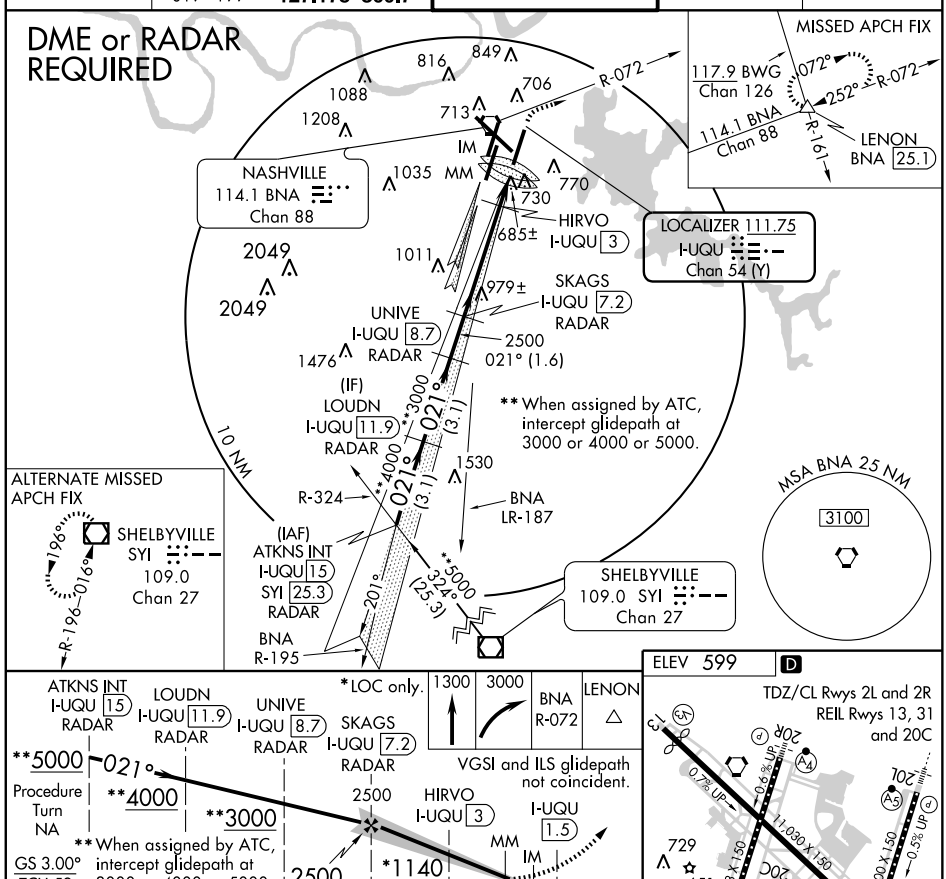
ILS or LOC RWY 2R
NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 2C or 2L. DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BNA R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05



CATEGORY	A	B	C	D
S-ILS 2R	790/18 200 (200-½)			
S-LOC 2R	1140/24 550 (600-½)		1140/50 550 (600-1)	1140/60 550 (600-1¼)
CIRCLING	1140-1 541 (600-1)		1140-1½ 541 (600-1½)	1160-2 561 (600-2)
HIRVO FIX MINIMUMS				
S-LOC 2R	1080/24 490 (500-½)		1080/40 490 (500-¾)	1080/50 490 (500-1)
CIRCLING	1100-1 501(600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

ILS or LOC RWY 20L
NASHVILLE INTL (BNA)

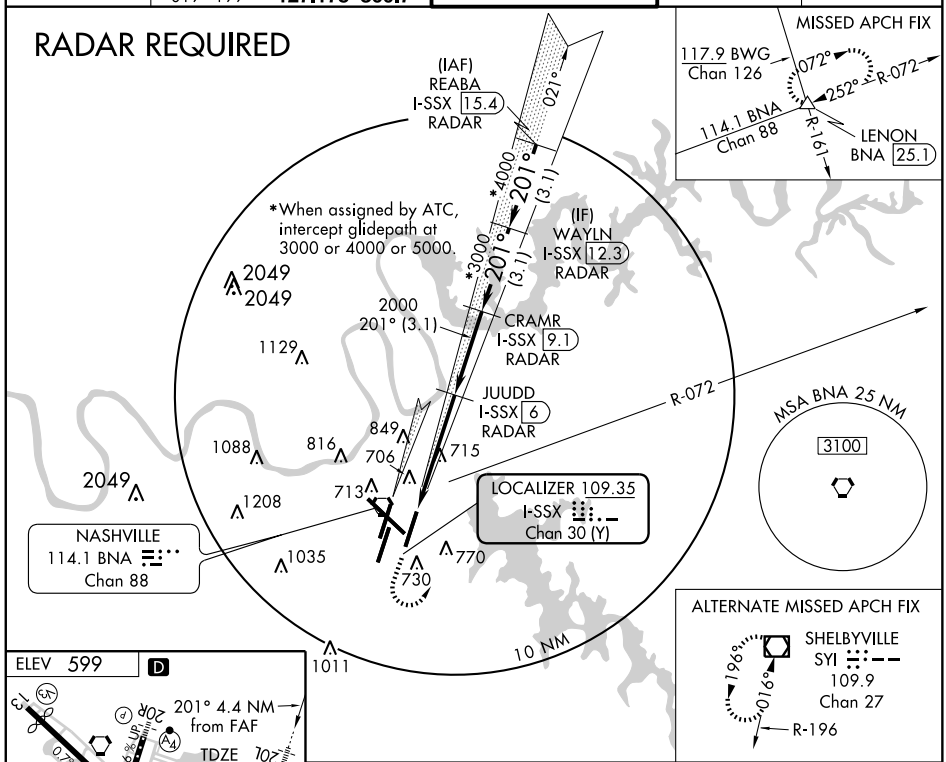
LOC/DME I-SSX	APP CRS	Rwy ldg	8000
109.35	201°	TDZE	551
Chan 30 (Y)		Apt Elev	599

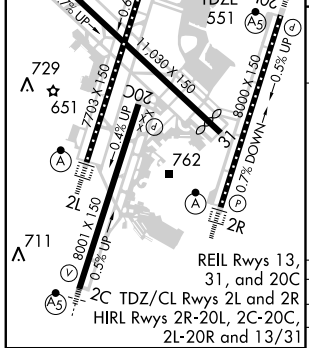
Simultaneous approach authorized with Rwy 20R.
DME or RADAR REQUIRED.
LOC procedure NA during simultaneous operations.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

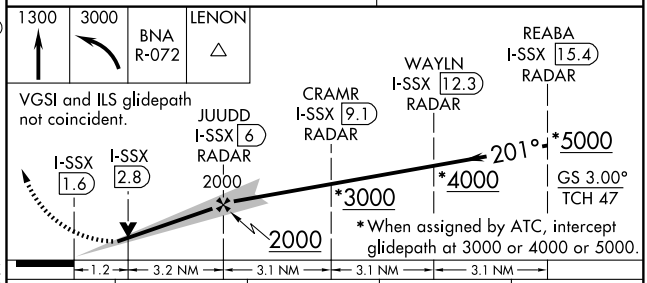
MISSED APPROACH:
Climb to 1300 then climbing left turn to 3000 via BNA VORTAC R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS	NASHVILLE APP CON			NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018°	120.6	387.0	118.6 257.8	121.9 348.6	126.05
	019°-199°	127.175	360.7			





FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:23	2:56	2:12	1:45	1:28



CATEGORY	A	B	C	D
S-ILS 20L	**751/24 200 (200-½)			
S-LOC 20L	980/24 429 (400-½)		980/40 429 (400-¾)	980/50 429 (400-1)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-VIY	APP CRS	Rwy ldg	20R	20C
111.3	201°	TDZE	7702	8000
		Apt Elev	578	588
			599	599

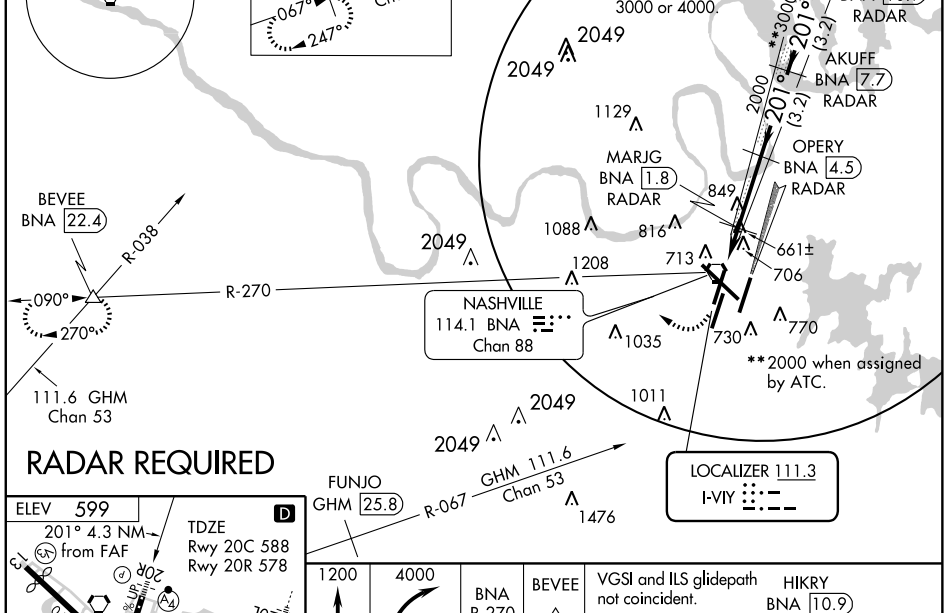
ILS or LOC RWY 20R
NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 20L.
DME or RADAR REQUIRED.
LOC procedure NA during simultaneous operations.

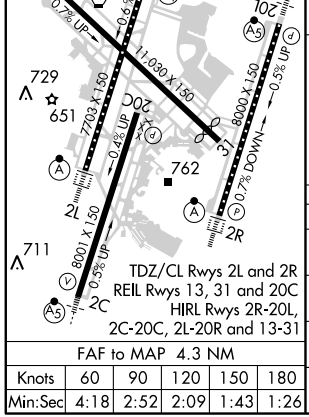
MALSF

MISSED APPROACH:
Climb to 1200 then climbing right turn to 4000 via heading 300° and BNA VORTAC R-270 to BEVEE INT/BNA VORTAC 22.4 DME and hold.

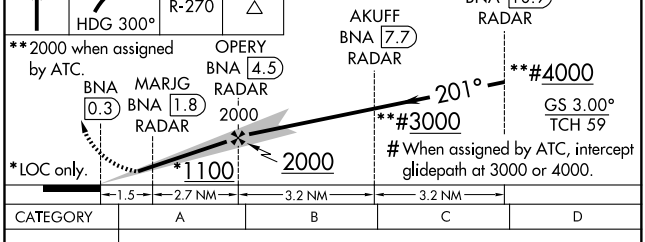
ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200° - 018° 120.6 387.0 019° - 199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05



RADAR REQUIRED



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 20R	778/40 200 (200-¾)			
S-LOC 20R	920/40 342 (400-¾)			920/60 342 (400-1¼)
SIDESTEP 20C	960-1 372 (400-1)		960-1½ 372 (400-1½)	960-2 372 (400-2)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

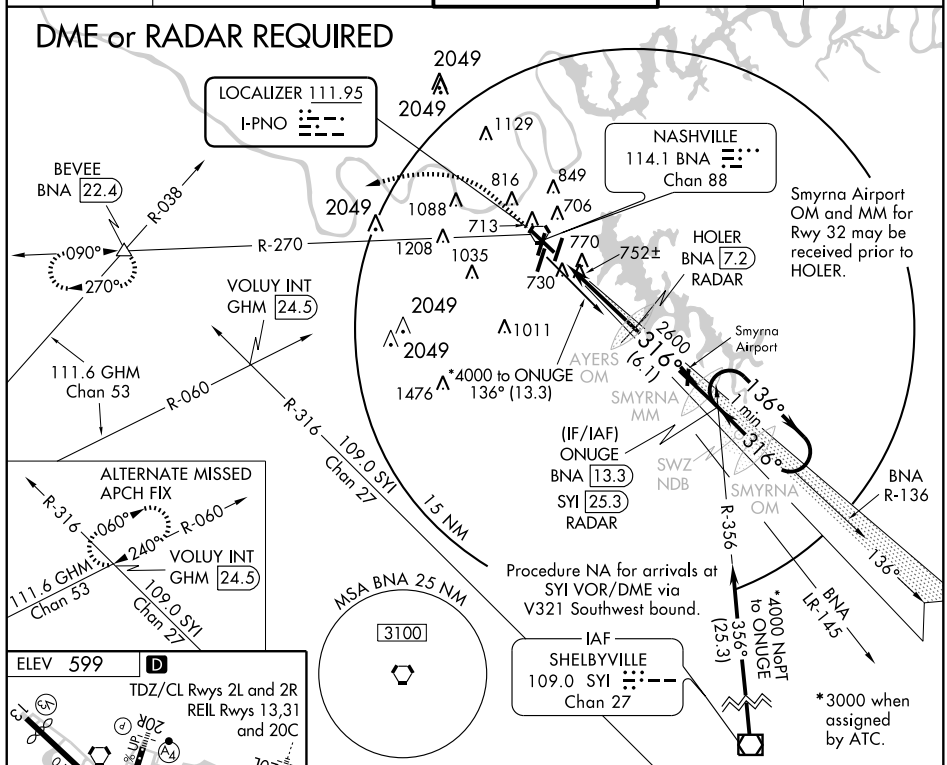
LOC I-PNO	APP CRS	Rwy ldg	9487
111.95	316°	TDZE	577
		Apt Elev	599

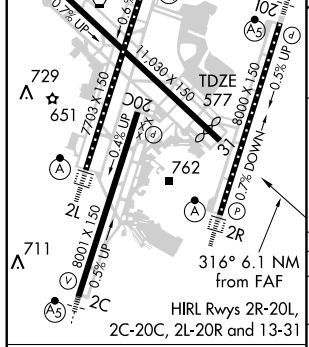
ILS or LOC RWY 31
NASHVILLE INTL (BNA)

DME or RADAR REQUIRED.

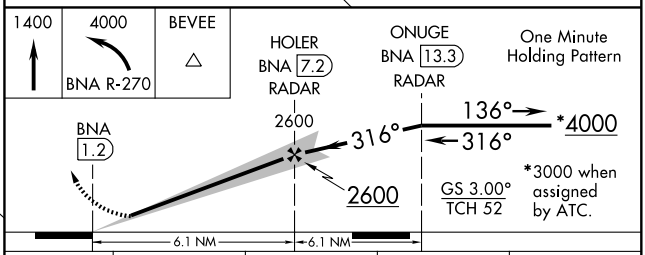
MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via BNA R-270 to BEVEE INT/BNA 22.4 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
S-ILS 31	777-¾ 200 (200-¾)			
S-LOC 31	1020-1 443 (500-1)		1020-1¼ 443 (500-1¼)	1020-1½ 443 (500-1½)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BNA	APP CRS	Rwy ldg	7702
109.9	021°	TDZE	599
Chan 36		Apt Elev	599

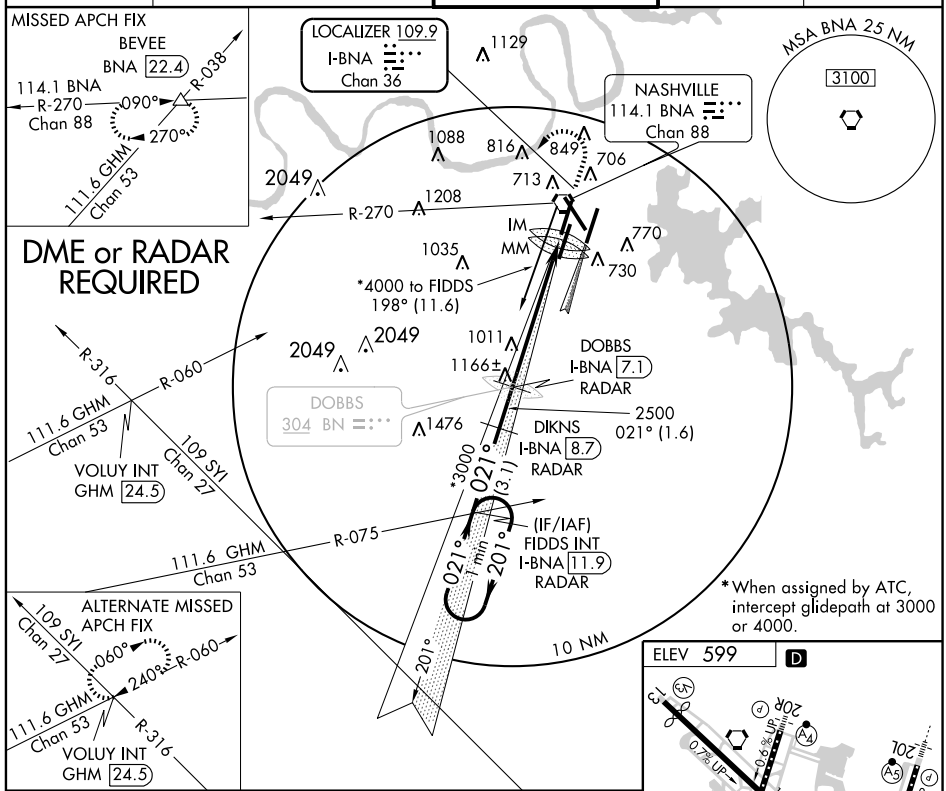
ILS RWY 2L (CAT II)
NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 2R. DME or RADAR REQUIRED.

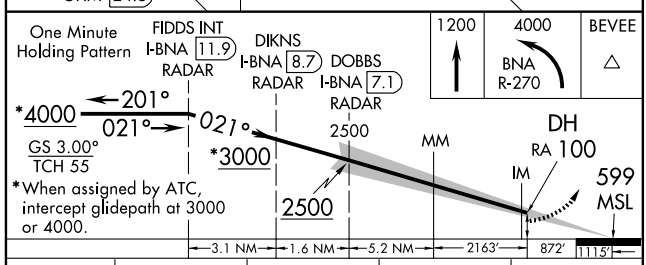
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via BNA VORTAC R-270 to BEVEE INT/BNA 22.4 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05



*When assigned by ATC, intercept glidepath at 3000 or 4000.



*When assigned by ATC, intercept glidepath at 3000 or 4000.

HIRL Rwys 2R-20L, 2C-20C
2L-20R and 13-31
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 31 and 20C

CATEGORY	A	B	C	D
S-ILS 2L	RA 100/12 100 DA 699			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BNA	APP CRS	Rwy ldg 7702
109.9	021°	TDZE 599
Chan 36		Apt Elev 599

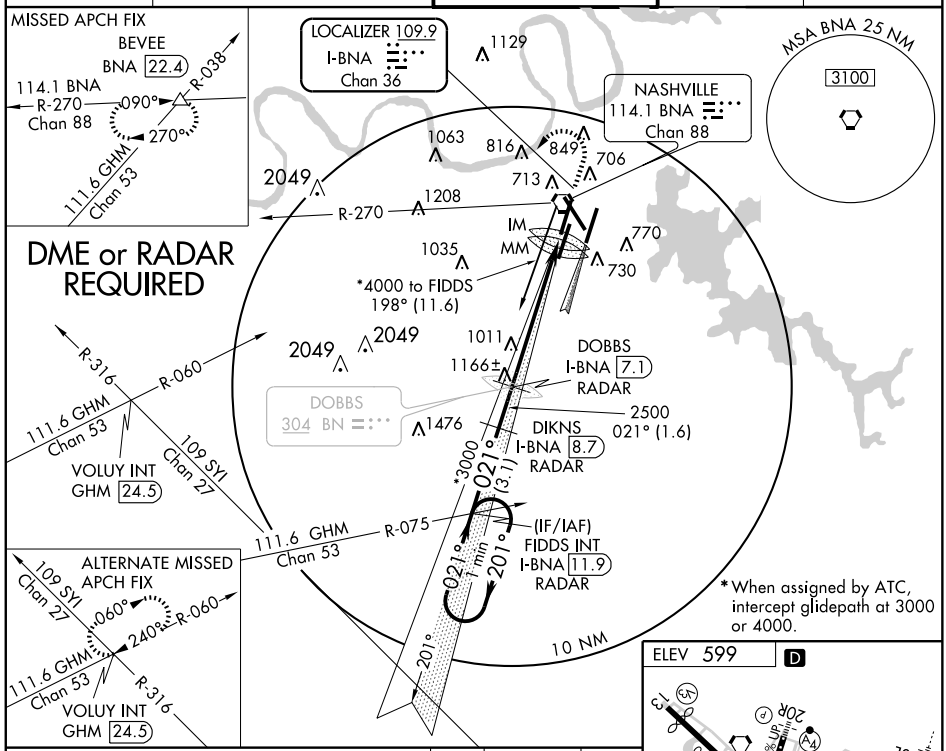
ILS RWY 2L (CAT III)
NASHVILLE INTL (BNA)

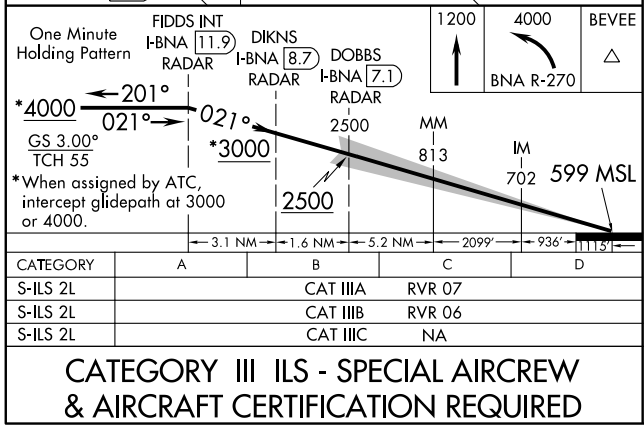
Simultaneous approach authorized with Rwy 2R. DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via BNA VORTAC R-270 to BEVEE INT/BNA 22.4 DME and hold.

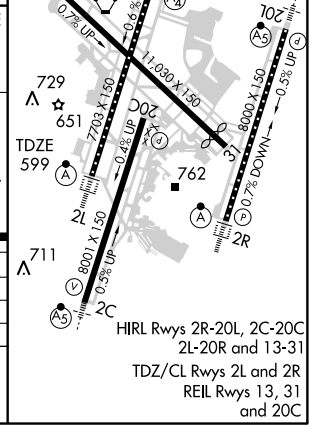
ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





CATEGORY	A	B	C	D
S-ILS 2L		CAT IIIA	RVR 07	
S-ILS 2L		CAT IIIB	RVR 06	
S-ILS 2L		CAT IIIC	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



SE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-UQU	APP CRS	Rwy ldg	8000
111.75	021°	TDZE	590
Chan 54 (Y)		Apt Elev	599

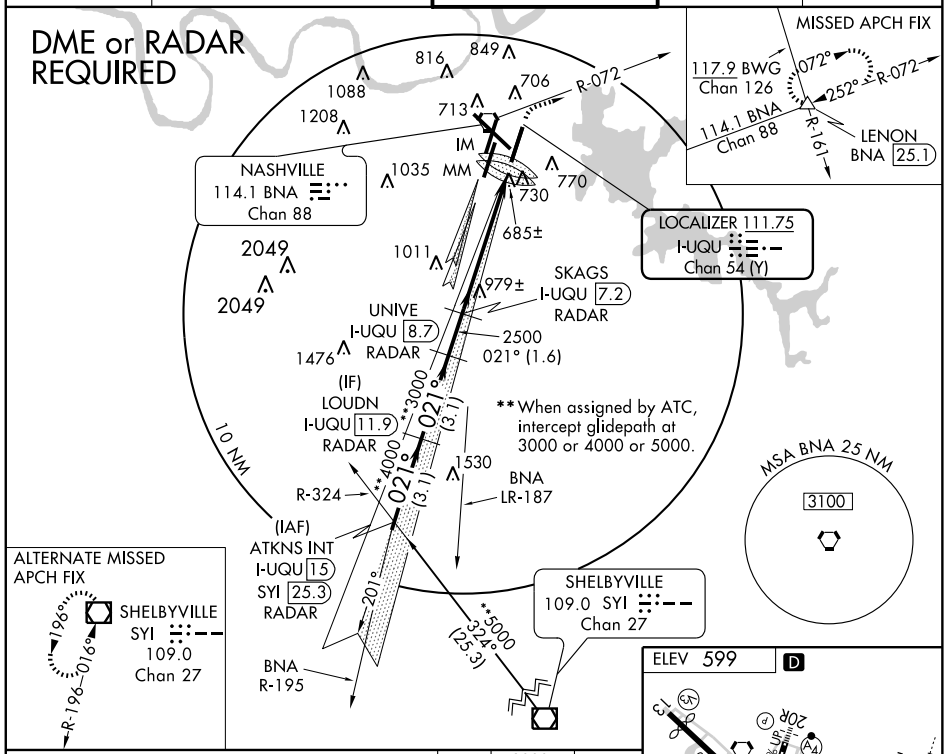
ILS RWY 2R (CAT II)
NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 2C or 2L. DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BNA R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05



CATEGORY	A	B	C	D
S-ILS 2R	RA 116/12 100 DA 690			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-UQU	APP CRS	Rwy ldg	8000
111.75	021°	TDZE	590
Chan 54 (Y)		Apt Elev	599

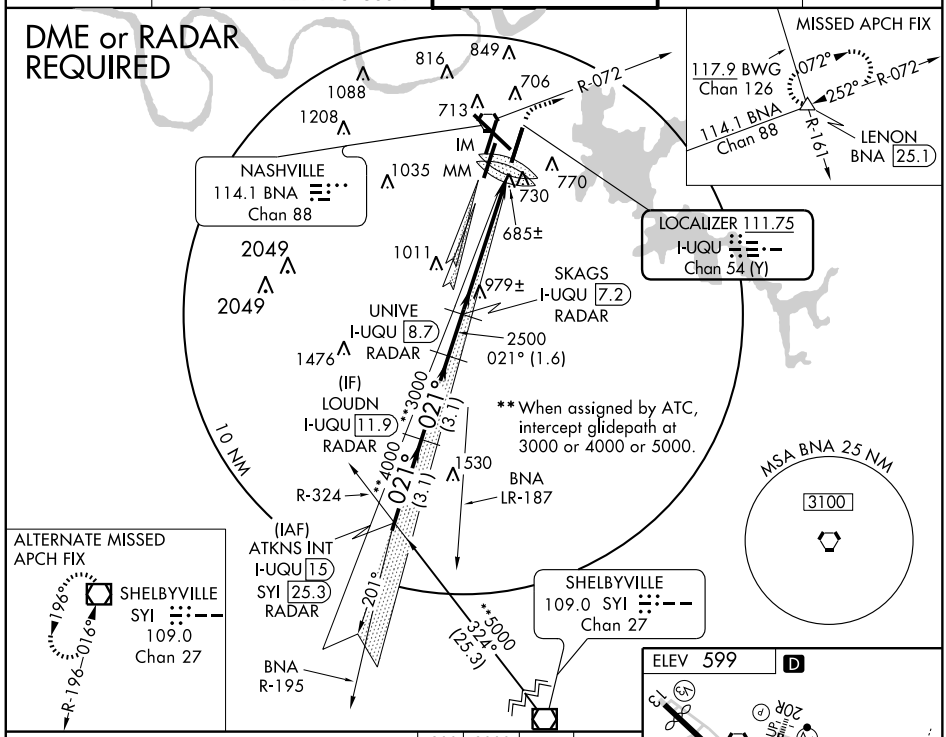
ILS RWY 2R (CAT III)
NASHVILLE INTL (BNA)

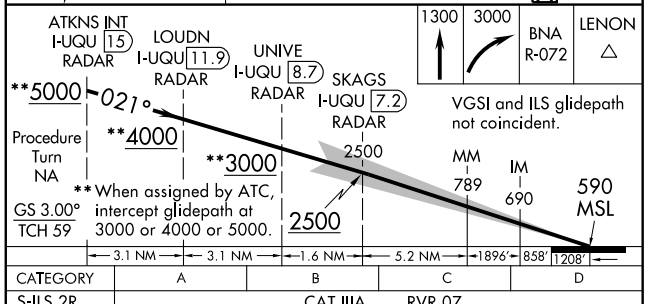
Simultaneous approach authorized with Rwy 2C or 2L. DME or RADAR REQUIRED.

ALSF-2

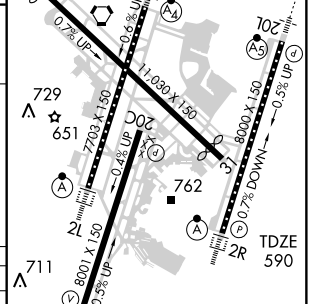
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BNA R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





CATEGORY	A	B	C	D
S-ILS 2R		CAT IIIA	RVR 07	
S-ILS 2R		CAT IIIB	RVR 06	
S-ILS 2R		CAT IIIC	NA	



HIRL Rwys 2R-20L, 2C-20C, 2L-20R and 13-31
TDZ/CL Rwys 2L and 2R
REIL Rwys 13,31 and 20C

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 14 JAN 2010 to 11 FEB 2010

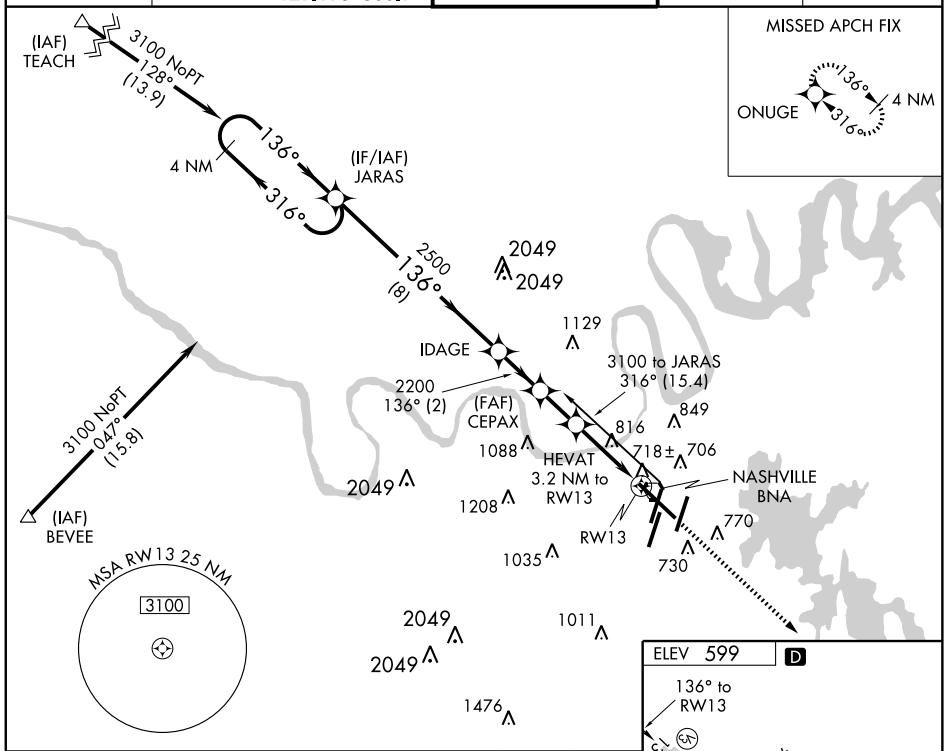
APP CRS	Rwy ldg	9487
136°	TDZE	567
	Apt Elev	599

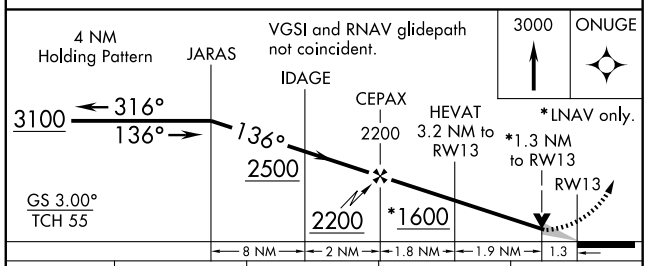
RNAV (GPS) RWY 13
NASHVILLE INTL (BNA)

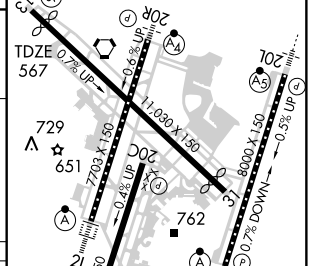
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ONUGE and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05







TDZ/CL Rwys 2L and 2R
REIL Rwys 13,31 and 20C
HIRL Rwys 2R-20L,2C-20C
2L-20R and 13-31

CATEGORY	A	B	C	D
LNAV/VNAV DA	968-1½ 401 (400-1½)			
LNAV MDA	1080-1 513 (500-1)		1080-1½ 513 (500-1½)	1080-1¾ 513 (500-1¾)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 70613 W02B	APP CRS 021°	Rwy ldg 8000 TDZE 587 Apt Elev 599

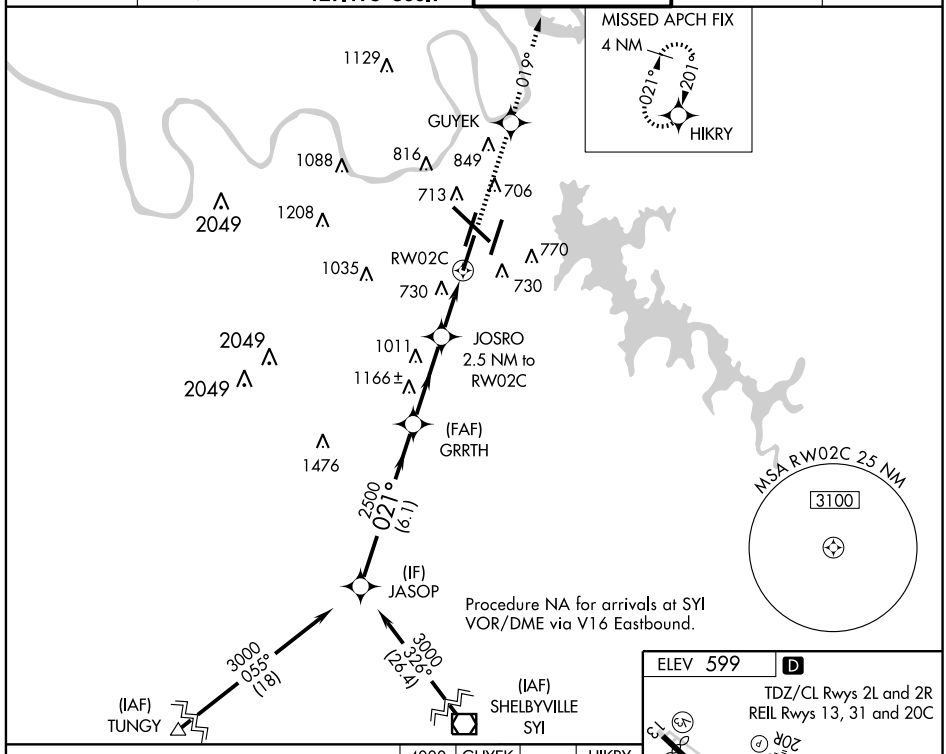
RNAV (GPS) Y RWY 2C
NASHVILLE INTL (BNA)

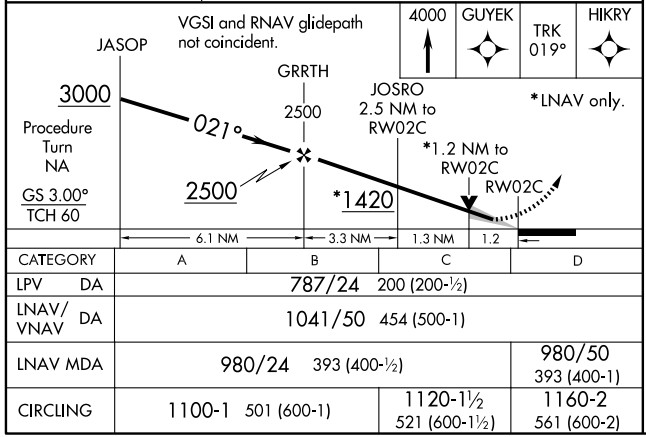
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR A5

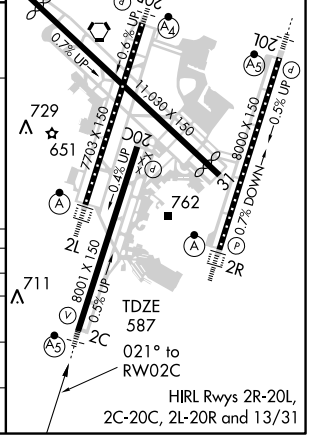
MISSED APPROACH: Climb to 4000 direct GUYEK and via track 019° to HIKRY and hold, continue climb-in-hold to 4000.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





CATEGORY	A	B	C	D
LPV DA	787/24 200 (200-½)			
LNAV/VNAV DA	1041/50 454 (500-1)			
LNAV MDA	980/24 393 (400-½)			980/50 393 (400-1)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)



SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 42713 W02A	APP CRS 021°	Rwy ldg 7702 TDZE 599 Apt Elev 599

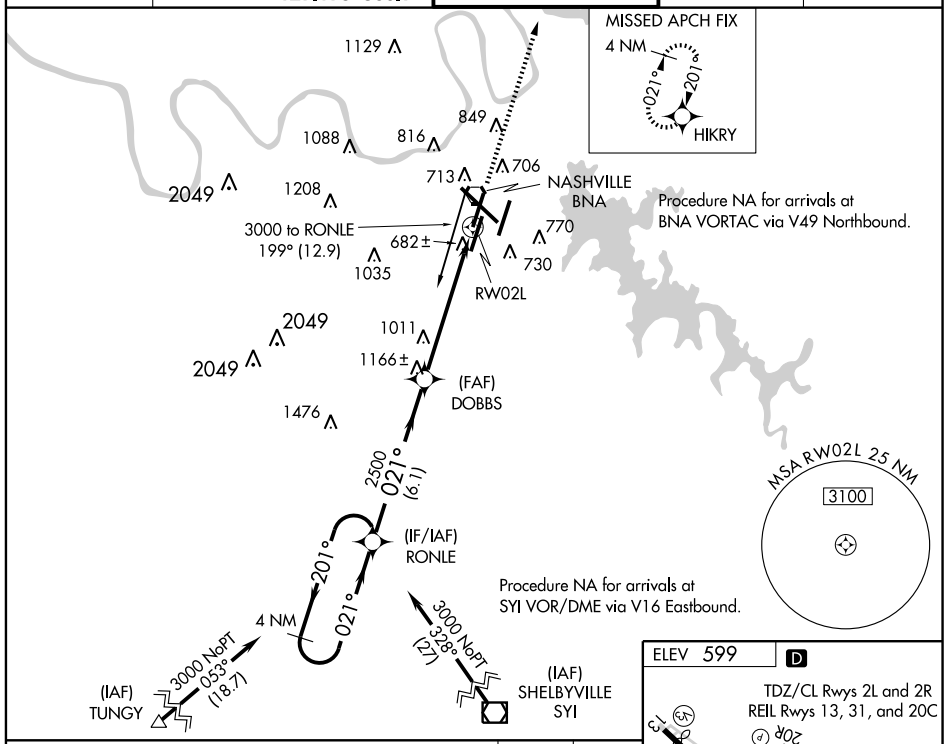
RNAV (GPS) Y RWY 2L
NASHVILLE INTL (BNA)

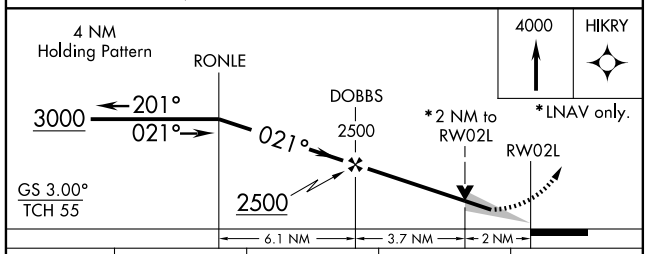
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

ALSF-2

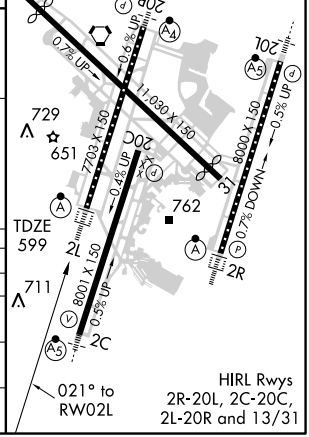
MISSED APPROACH: Climb to 4000 direct HIKRY and hold, continue climb-in-hold to 4000.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





CATEGORY	A	B	C	D
LPV DA	799/24 200 (200-½)			
LNAV/VNAV DA	999/40 400 (400-¾)			
LNAV MDA	1280/24 681 (700-½)		1280-1½ 681 (700-1½)	1280-1¾ 681 (700-1¾)
CIRCLING	1280-1 681 (700-1)		1280-2 681 (700-2)	1280-2¼ 681 (700-2¼)



SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 93713 W02D	APP CRS 021°	Rwy ldg 8000 TDZE 590 Apt Elev 599

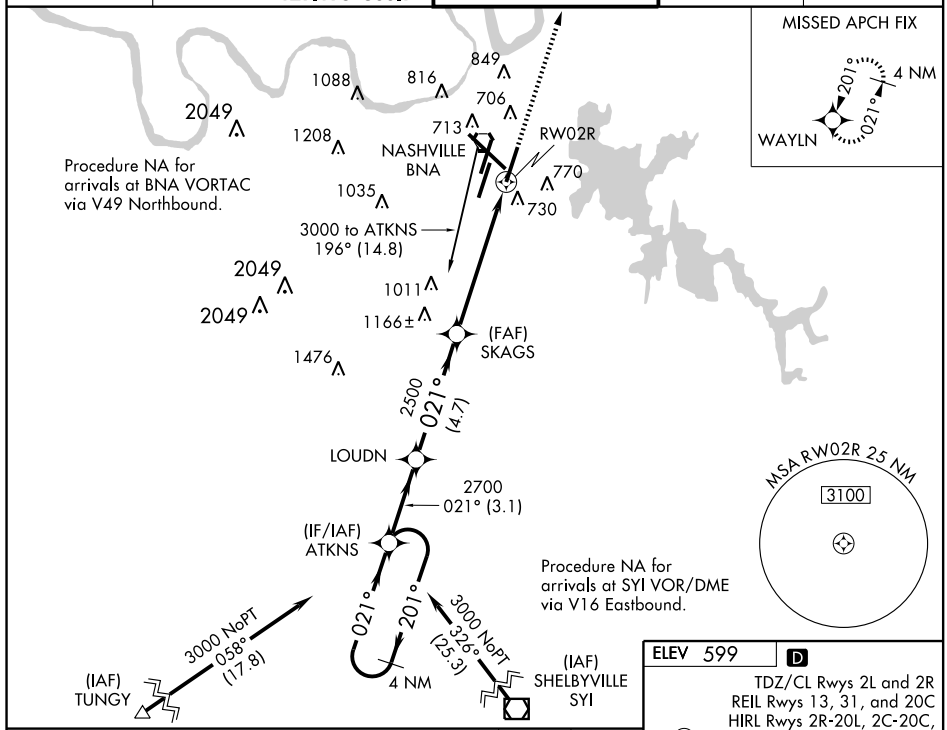
RNAV (GPS) Y RWY 2R
NASHVILLE INTL (BNA)

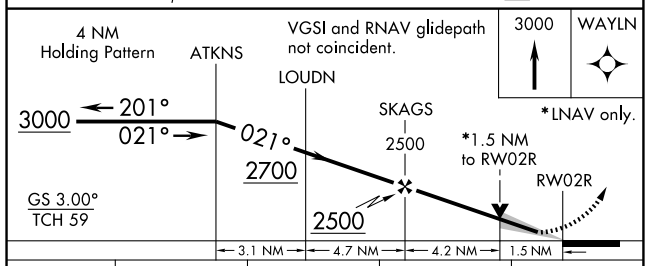
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

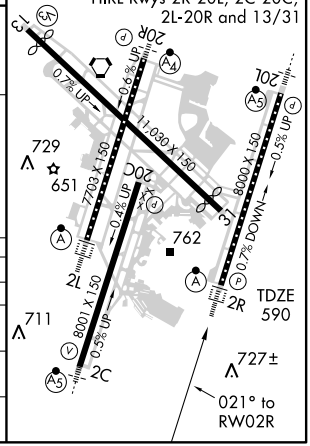
MISSED APPROACH: Climb to 3000 direct WAYLN and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200° - 018° 120.6 387.0 019° - 199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





CATEGORY	A	B	C	D
LPV DA	790/24 200 (200-½)			
LNAV/VNAV DA	1070/60 480 (500-1¼)			
LNAV MDA	1140/24 550 (600-½)		1140/50 550 (600-1)	1140/60 550 (600-1¼)
CIRCLING	1140-1 541 (600-1)		1140-1½ 541 (600-1½)	1160-2 561 (600-2)



SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy ldg	8000
CH 49013	201°	TDZE	551
W20D		Apt Elev	599

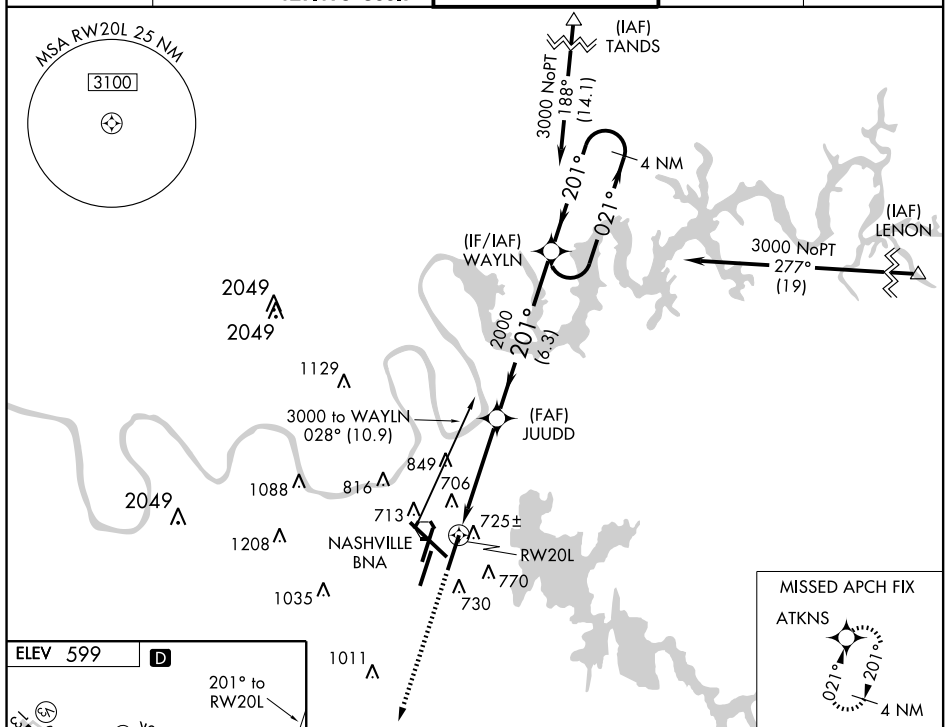
RNAV (GPS) Y RWY 20L
NASHVILLE INTL (BNA)

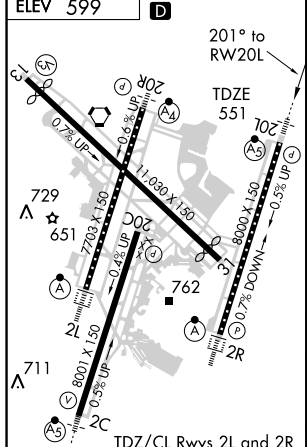
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

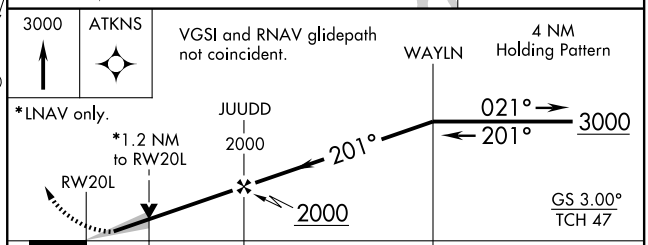
MISSED APPROACH: Climb to 3000 direct ATKNS and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 31, and 20C
HIRL Rwys 2R-20L, 2C-20C, 2L-20R and 13/31



CATEGORY	A	B	C	D
LPV DA	751/24 200 (200-½)			
LNAV/VNAV DA	1019/60 468 (500-1¼)			
LNAV MDA	980/24 429 (400-½)		980/40 429 (400-¾)	980/50 429 (400-1)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 78411 W20A	APP CRS 201°	Rwy ldg 7702 TDZE 578 Apt Elev 599

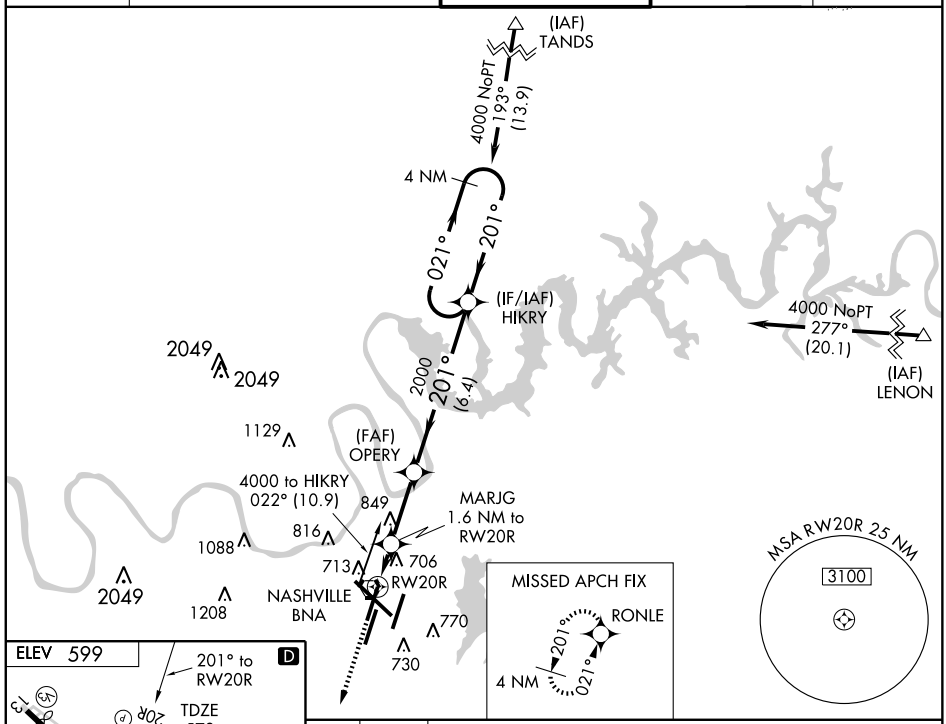
RNAV (GPS) Y RWY 20R
NASHVILLE INTL (BNA)

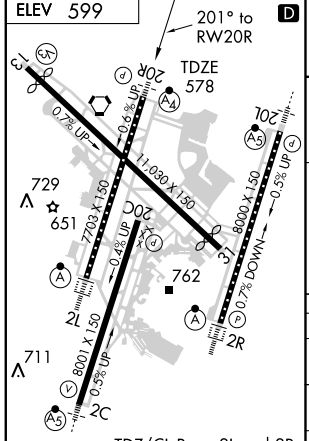
Inoperative table does not apply to LNAV/VNAV all Cats or LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSF

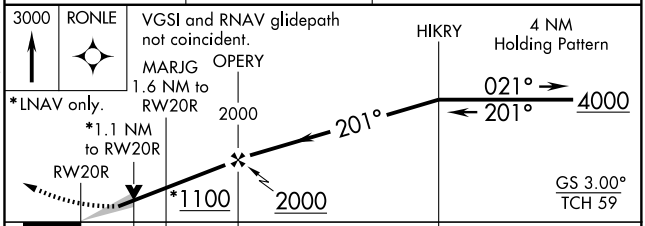
MISSED APPROACH: Climb to 3000 direct RONLE and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200° - 018° 120.6 387.0 019° - 199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 31 and 20C
HIRL Rwys 2R-20L, 2C-20C, 2L-20R and 13-31



CATEGORY	A	B	C	D
LPV DA	778/40 200 (200-¾)			
LNAV/VNAV DA	1015-1½ 437 (500-1½)			
LNAV MDA	980/40 402 (400-¾)		980/60 402 (400-1¼)	
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

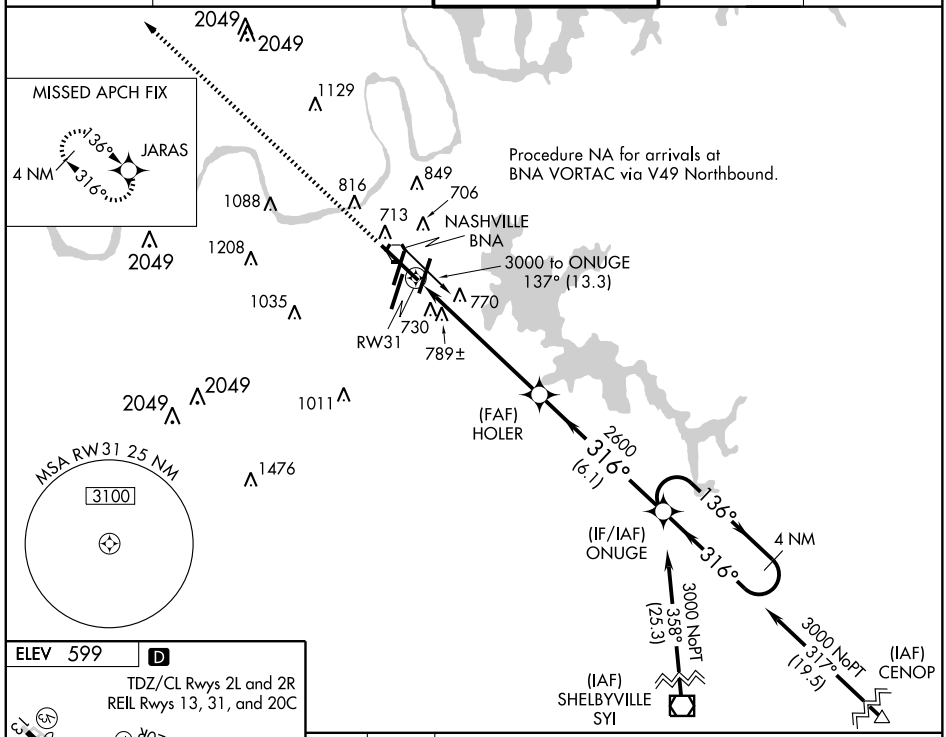
WAAS CH 65913 W31A	APP CRS 316°	Rwy ldg 9487 TDZE 577 Apt Elev 599

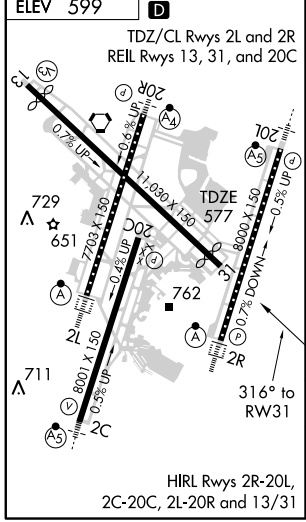
RNAV (GPS) Y RWY 31
NASHVILLE INTL (BNA)

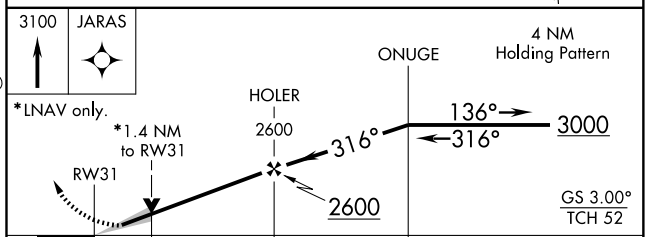
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct JARAS and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05







CATEGORY	A	B	C	D
LPV DA	777-¾ 200 (200-¾)			
LNAV/VNAV DA	1060-1¾ 483 (500-1¾)			
LNAV MDA	1060-1 483 (500-1)		1060-1¼ 483 (500-1¼)	1060-1½ 483 (500-1½)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	8000
021°	TDZE	587
	Apt Elev	599

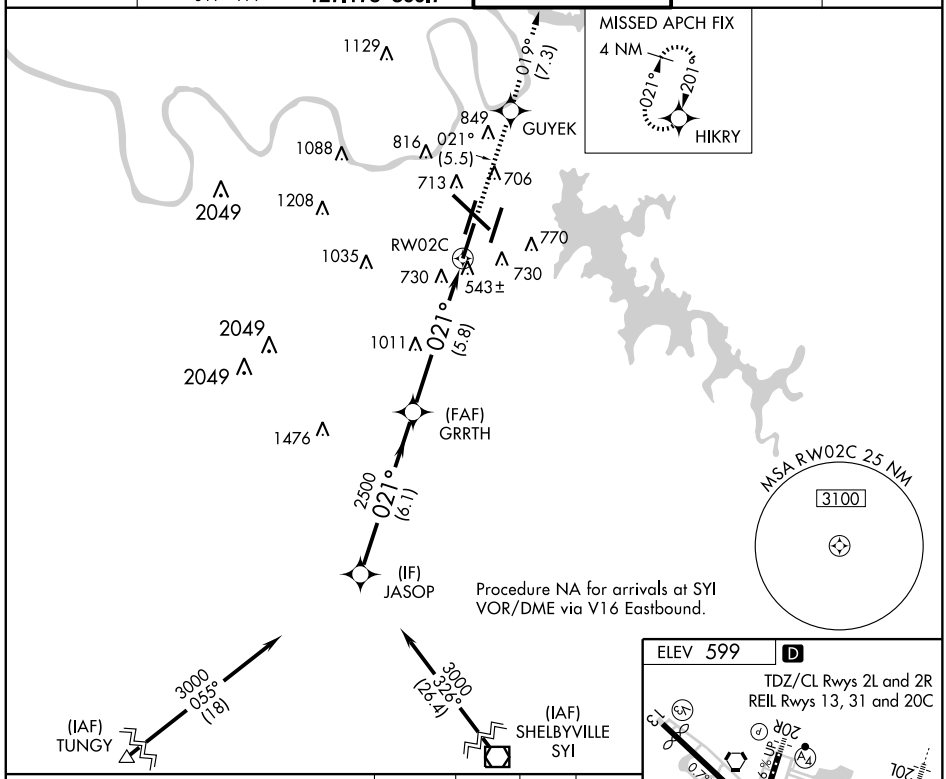
RNAV (RNP) Z RWY 2C
NASHVILLE INTL (BNA)

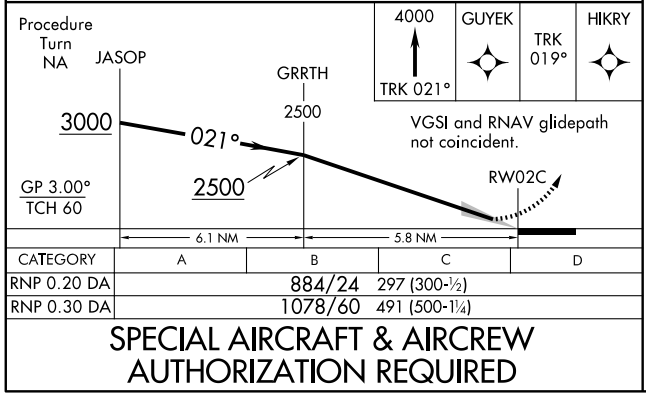
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative MALSR, increase RNP 0.20 visibility to RVR 5000 all Cats, RNP 0.30 visibility to 1¾ all Cats.

MALSR

MISSED APPROACH: Climb to 4000 via track 021° to GUYEK and via track 019° to HIKRY and hold, continue climb-in-hold to 4000.

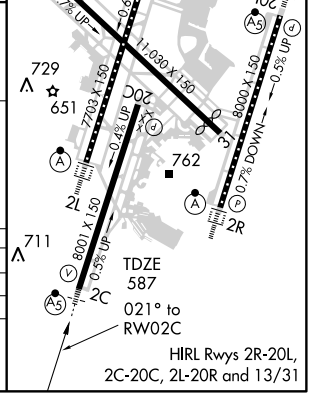
ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





CATEGORY	A	B	C	D
RNP 0.20 DA	884/24	297 (300-½)		
RNP 0.30 DA	1078/60	491 (500-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	7702
021°	TDZE	599
	Apt Elev	599

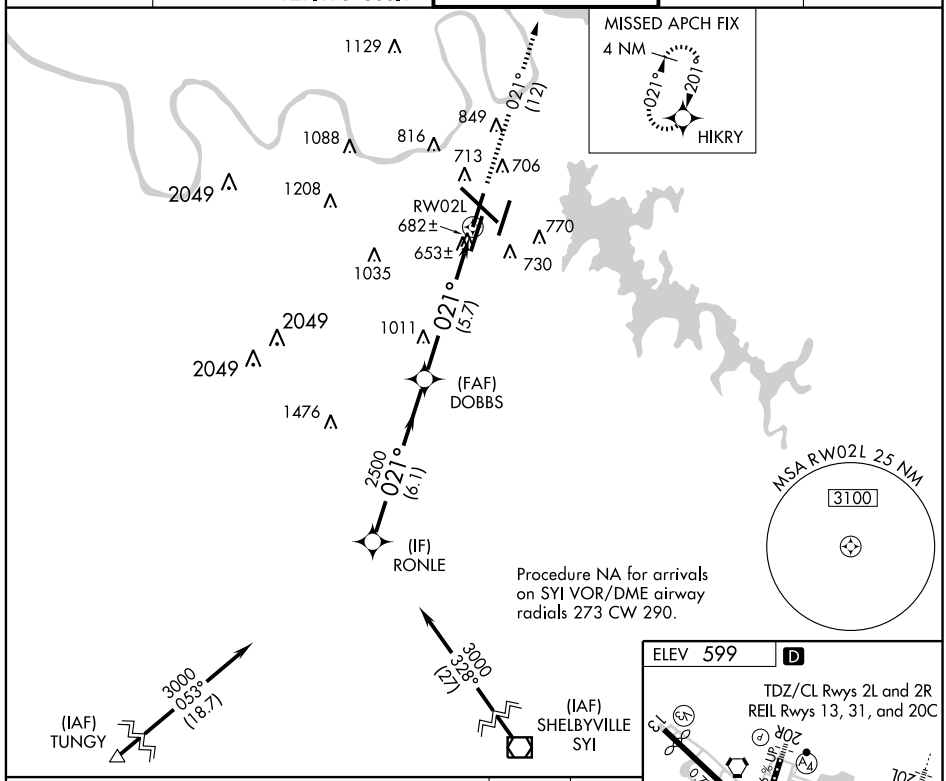
RNAV (RNP) Z RWY 2L
NASHVILLE INTL (BNA)

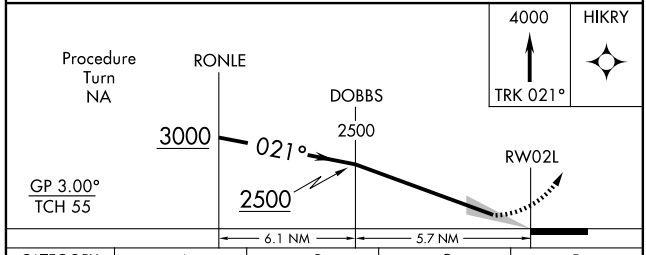
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (117°F). For inoperative ALSF, increase RNP 0.20 visibility to RVR 5000 all Cats, RNP 0.30 visibility to 1½ all Cats.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 021° to HIKRY and hold, continue climb-in-hold to 4000.

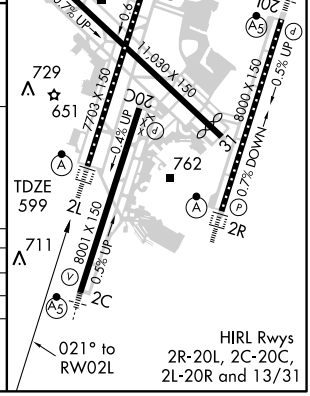
ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





CATEGORY	A	B	C	D
RNP 0.20 DA	927/24		328 (400-½)	
RNP 0.30 DA	1009/40		410 (500-¾)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	8000
021°	TDZE	590
	Apt Elev	599

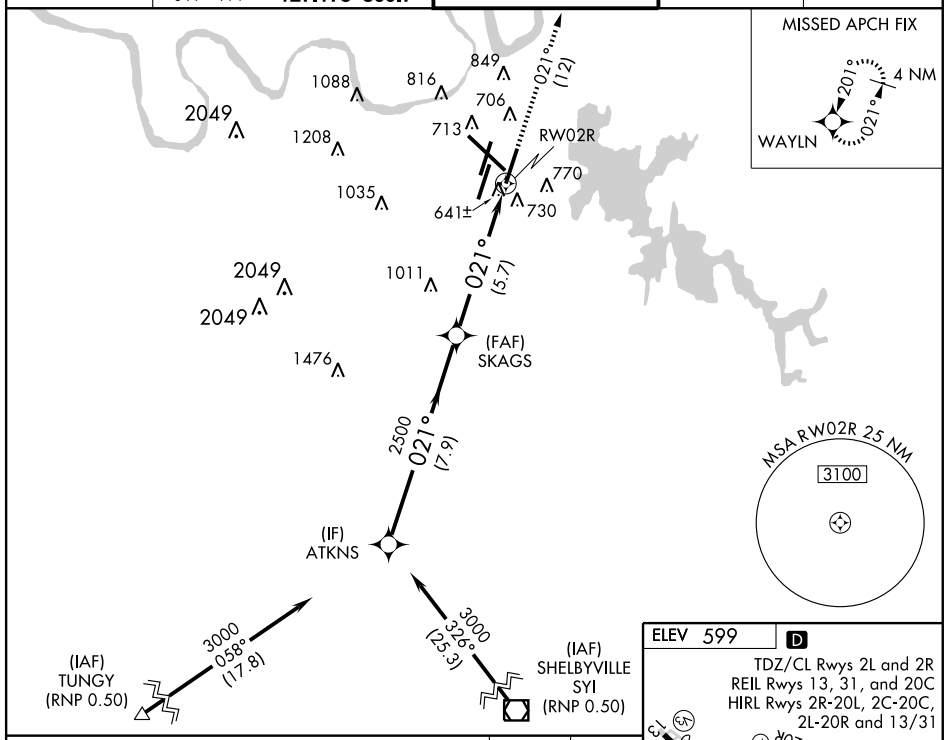
RNAV (RNP) Z RWY 2R
NASHVILLE INTL (BNA)

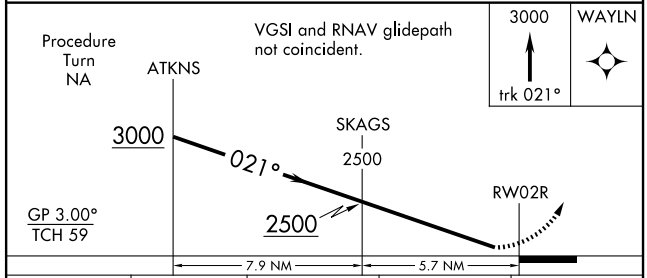
For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative ALSF, increase RNP 0.30 visibility to 1½ all Cats. When VGSI inop, procedure NA at night. GPS Required.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 021° to WAYLN and hold.

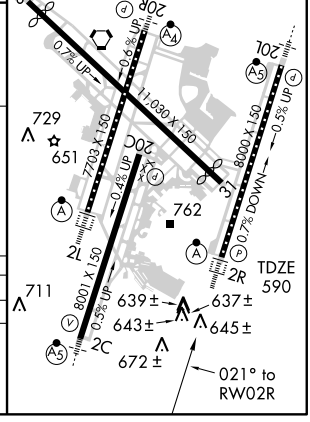
ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





CATEGORY	A	B	C	D
RNP 0.30 DA	1026/50 436 (500-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



APP CRS	Rwy ldg	8000
201°	TDZE	551
	Apt Elev	599

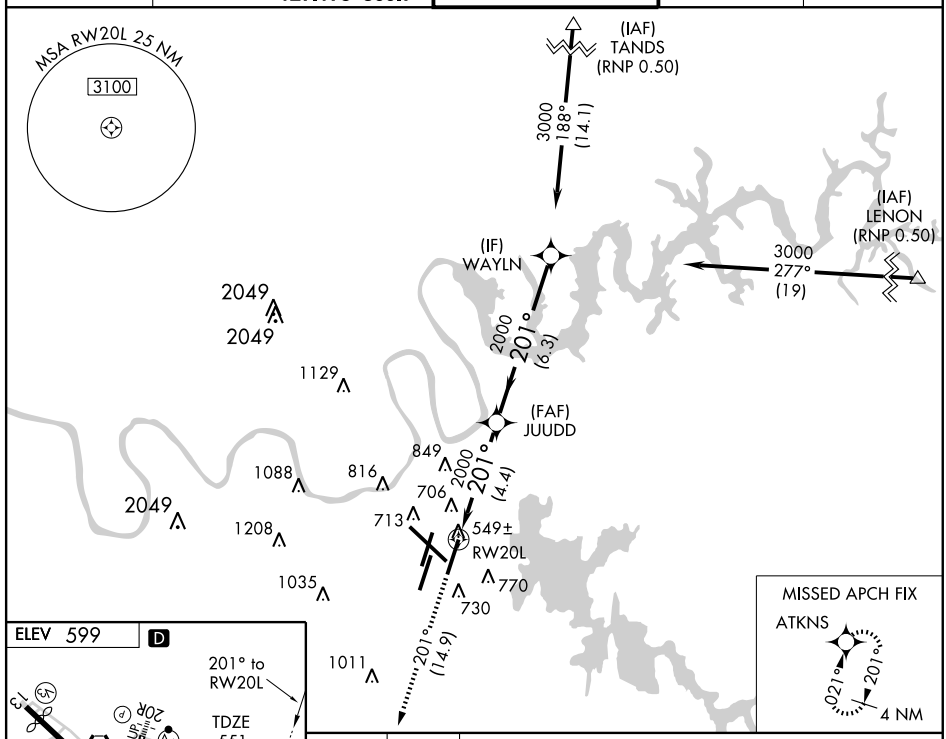
RNAV (RNP) Z RWY 20L
NASHVILLE INTL (BNA)

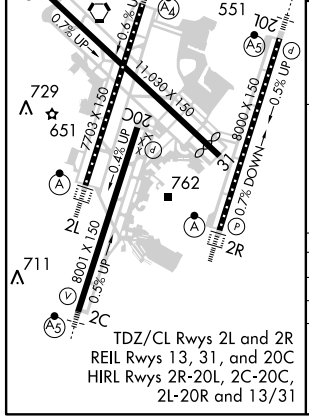
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.20 visibility to RVR 6000 all Cats, RNP 0.30 visibility to 1¾ all Cats. Visibility reduction by helicopters NA.
* RNP 0.20 missed approach requires minimum climb of 365 feet per NM to 1100.

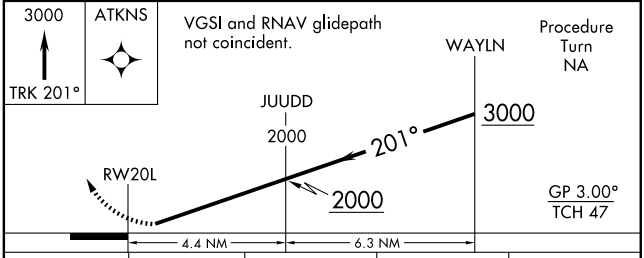
MALSR (A5)

MISSED APPROACH: Climb to 3000 via track 201° to ATKNS and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05







CATEGORY	A	B	C	D
RNP 0.20 DA *	901/40	350 (400-¾)		
RNP 0.30 DA	1011/60	460 (500-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy ldg	7702
201°	TDZE	578
	Apt Elev	599

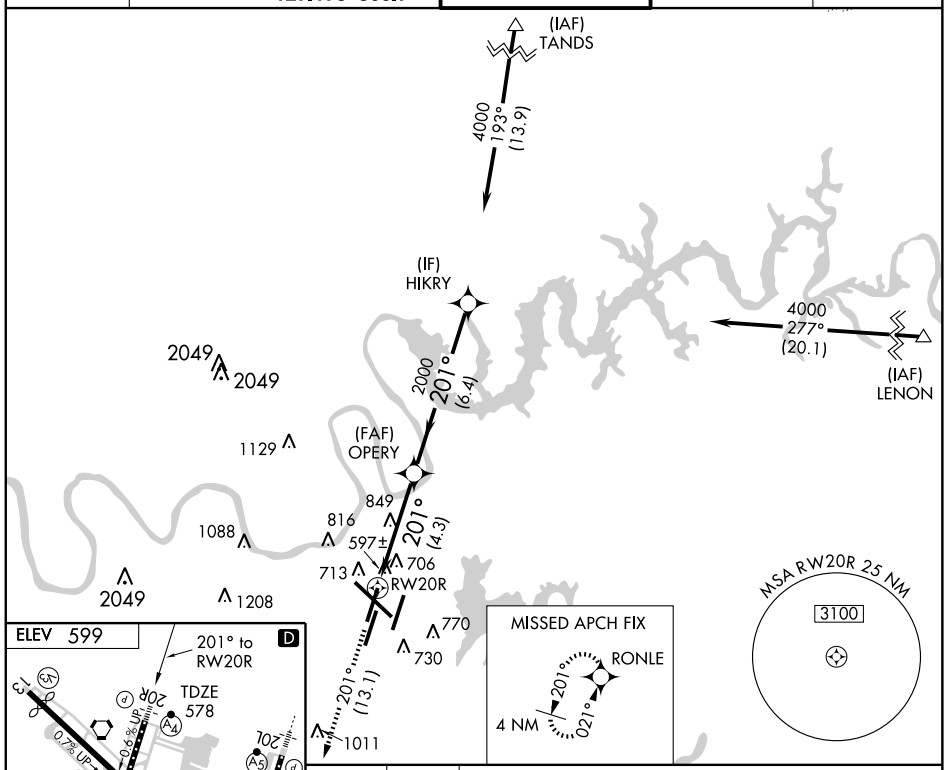
RNAV (RNP) Z RWY 20R
NASHVILLE INTL (BNA)

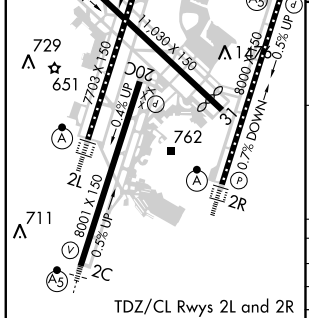
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative MALSF, increase RNP 0.18* visibility to RVR 6000 all Cats, RNP 0.30 visibility to 1½ all Cats.
*RNP 0.18 missed approach requires minimum climb of 350 feet per NM to 1100.

MALSF

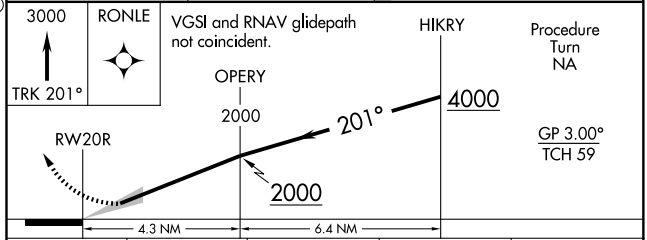
MISSED APPROACH: Climb to 3000 via track 201° to RONLE and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 31 and 20C
HIRL Rwys 2R-20L, 2C-20C, 2L-20R and 13-31



CATEGORY	A	B	C	D
RNP 0.18 * DA	918/50	340 (400-1)		
RNP 0.30 DA	1022/60	444 (500-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

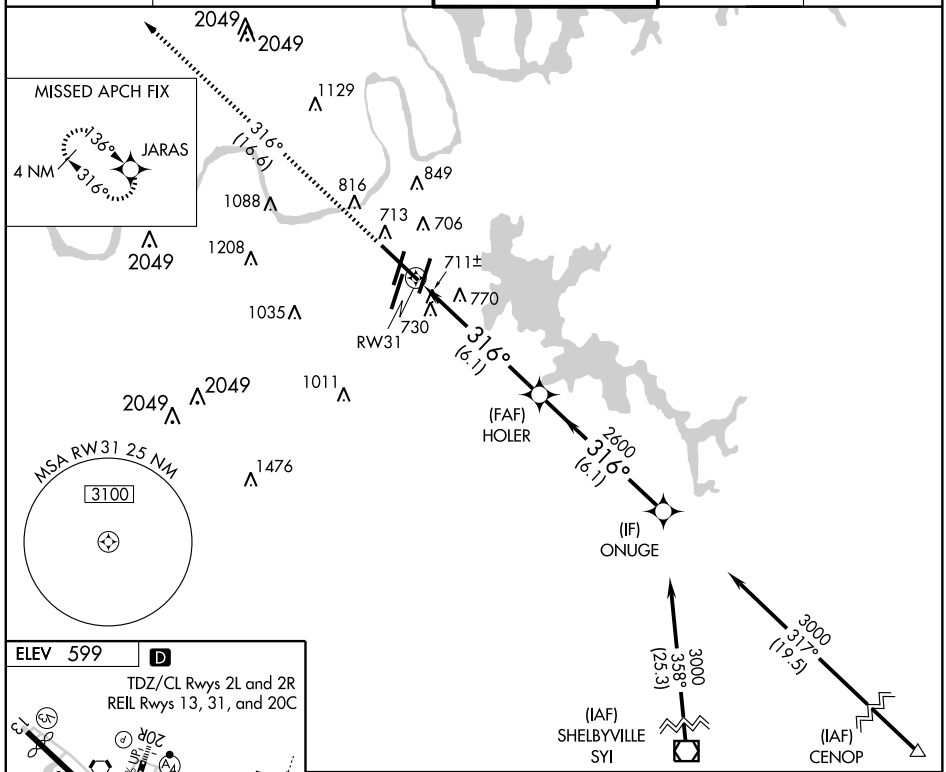
APP CRS	Rwy ldg	9487
316°	TDZE	577
	Apt Elev	599

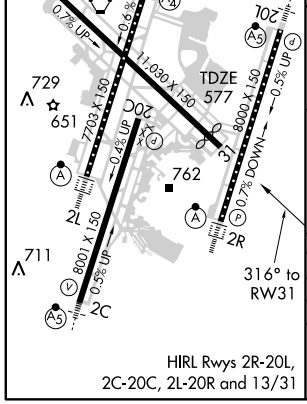
RNAV (RNP) Z RWY 31
NASHVILLE INTL (BNA)

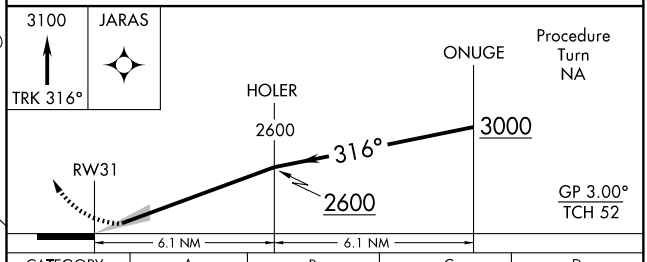
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). *RNP 0.25 missed approach requires minimum climb of 423 feet per NM to 1100. RNP 0.25 minimums NA at night.

MISSED APPROACH: Climb to 3100 via track 316° to JARAS and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05







CATEGORY	A	B	C	D
RNP 0.25 DA *		1012-1½	435 (500-1½)	
RNP 0.30 DA		1121-2	544 (600-2)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 14 JAN 2010 to 11 FEB 2010

TITAN ONE DEPARTURE (OBSTACLE)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

NOTE: Use frequency depicted within the sector where Fix/Navaid for your route is located.

ATIS
135.1
CLNC DEL
126.05
GND CON
121.9 348.6

N

ST. LOUIS
117.4 STL
Chan 121
N38° 51.64′
W90° 28.94′
L-27, H-5

TERRE HAUTE
115.3 TTH
Chan 100
N39° 29.34′
W87° 14.94′
L-27, H-5

BRICKYARD
116.3 VHP
Chan 110
N39° 48.88′
W86° 22.05′
L-27, H-5-10

LOUISVILLE
114.8 IIU
Chan 95
N38° 06.21′
W85° 34.65′
L-26-27, H-5-10

NEW HOPE
110.8 EWO
Chan 45
N37° 37.91′
W85° 40.55′
L-16-26

LEXINGTON
112.6 HYK
Chan 73
N37° 57.98′
W84° 28.35′
L-26-27, H-10

BOWLING GREEN
117.9 BWG
Chan 126
N36° 55.72′
W86° 26.61′
L-16, H-5-6-9

WALNUT RIDGE
114.5 ARG
Chan 92
N36° 06.60′
W90° 57.22′
L-16, H-6

POCKET CITY
113.3 PXV
Chan 80
N37° 55.70′
W87° 45.74′
L-16, H-5

NASHVILLE
114.1 BNA
Chan 88
N36° 08.22′
W86° 41.09′
L-16, H-6-9

BNA R-028

LONDON
116.1 LOZ
Chan 108
N37° 01.99′
W84° 06.61′
L-26

MEMPHIS
117.5 MEM
Chan 122
N35° 00.91′
W89° 58.99′
L-18, H-6

JACKS CREEK
109.4 JKS
Chan 31
N35° 35.94′
W88° 21.53′
L-16

WEST DEPARTURE
119.35 385.55

2039

646

R-068

045°

2049

EAST DEPARTURE
118.4 317.45

VOLUNTEER
116.4 VXV
Chan 111
N35° 54.29′
W83° 53.68′
L-25, H-9-12

NOTE:
Rwy 31: Tower, 1472 feet from departure end of runway, 916 feet left of centerline, 143 feet AGL/646 feet MSL.

2049

BNA R-203

TAKE-OFF MINIMUMS:
Rwys 2L, 2C, 2R, 13: STANDARD.
Rwys 20L, 20C, 20R: 1500-3 or STANDARD with minimum climb of 240′ per NM to 2600′.
Rwy 31: 1500-3 or STANDARD with minimum climb of 230′ per NM to 2600′.

MUSCLE SHOALS
116.5 MSL
Chan 112
N34° 42.41′
W87° 29.49′
L-18

ROME
115.4 RMG
Chan 101
N34° 09.75′
W85° 07.17′
L-18, H-9-12

CHOO CHOO
115.8 GQO
Chan 105
N34° 57.68′
W85° 09.20′
L-25, H-9-12

DEPARTURE PROCEDURE OBSTACLES:
Rwys 20L, 20C, 20R, 31:
2039′ MSL Tower: 36° 16′ 05" N - 86° 47′ 17" W
2049′ MSL Tower: 36° 02′ 50" N - 86° 49′ 49" W
2049′ MSL Tower: 36° 08′ 27" N 86° 51′ 57" W
Rwy 31:
646′ MSL Tower: 36° 08′ 32′ N 86° 42′ 04" W

JACKSON
112.6 JAN
Chan 73
N32° 30.45′
W90° 10.06′
L-18, H-6

VULCAN
114.4 VUZ
Chan 91
N33° 40.21′
W86° 53.99′
L-18, H-6-9

LA GRANGE
115.6 LGC
Chan 103
N33° 02.95′
W85° 12.37′
L-18, H-9-12

ATLANTA
116.9 ATL
Chan 116
N33° 37.74′
W84° 26.10′
L-18, H-9-12

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TITAN ONE DEPARTURE (OBSTACLE)

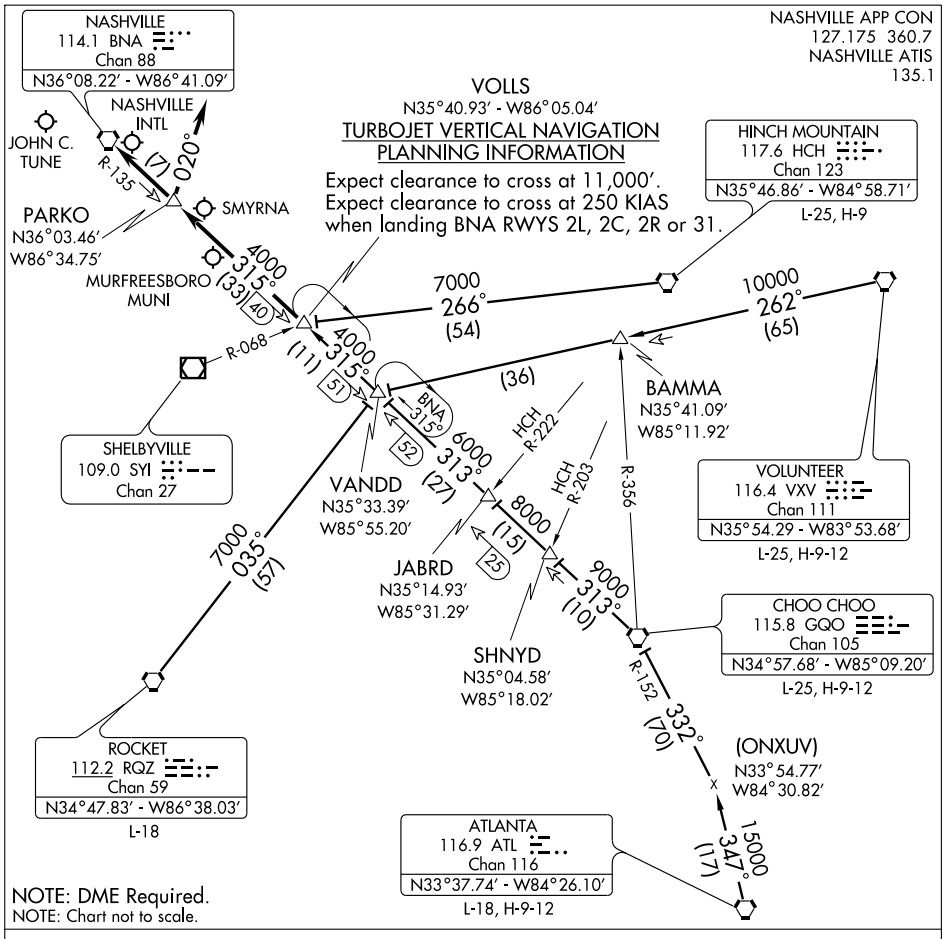
DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.
TAKE-OFF RUNWAY 2R: Turn right heading 045° to intercept BNA R-068, thence....
TAKE-OFF ALL RUNWAYS EXCEPT RUNWAY 2R: Fly runway heading, thence....
....Expect radar vectors to filed/assigned route. Turbojet aircraft climb and maintain 5000 feet, Propeller aircraft climb and maintain 4000 feet or assigned lower altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)

ST-282 (FAA)

NASHVILLE, TENNESSEE



ATLANTA TRANSITION (ATL.VOLLS7): From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .
CHOO CHOO TRANSITION (GQO.VOLLS7): From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .
HINCH MOUNTAIN TRANSITION (HCH.VOLLS7): From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . . .
ROCKET TRANSITION (RQZ.VOLLS7): From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.VOLLS7): From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . . .

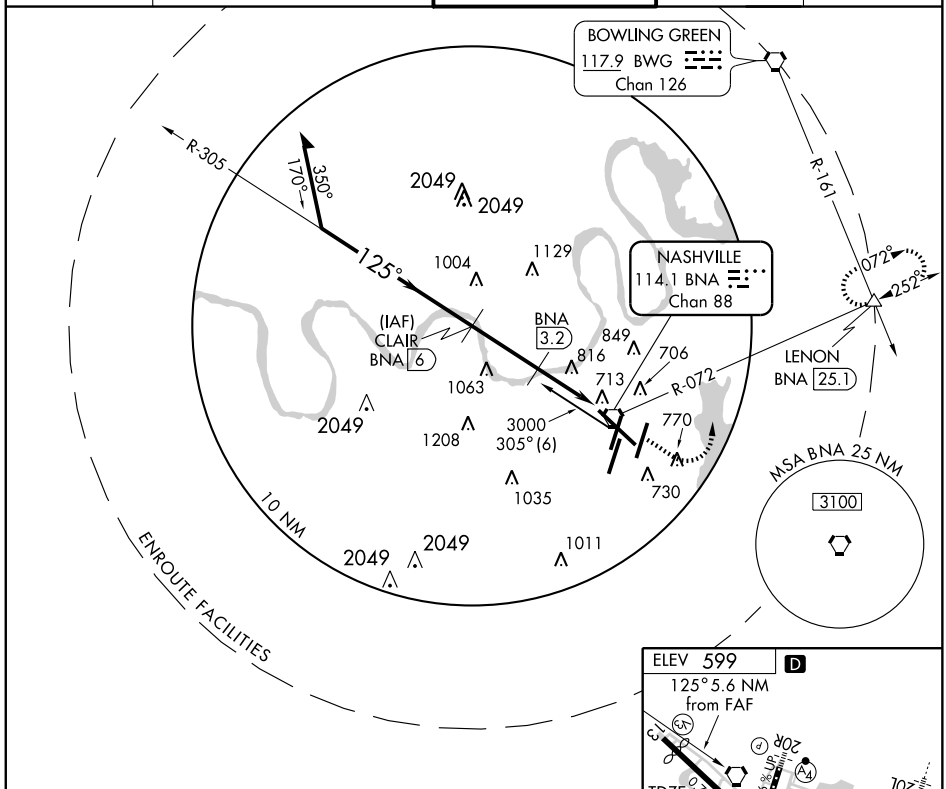
....TURBOJETS/TURBOPROPS; LANDING NORTH: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. LANDING SOUTH: From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. NON-TURBINE; all runways: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

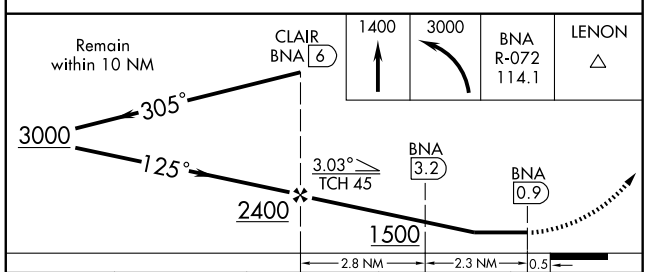
VORTAC BNA 114.1 Chan 88	APP CRS 125°	Rwy ldg 9487 TDZE 567 Apt Elev 599

VOR/DME RWY 13
NASHVILLE INTL (BNA)

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via BNA R-072 to LENON Int/BNA 25.1 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°- 018° 120.6 387.0 019°- 199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





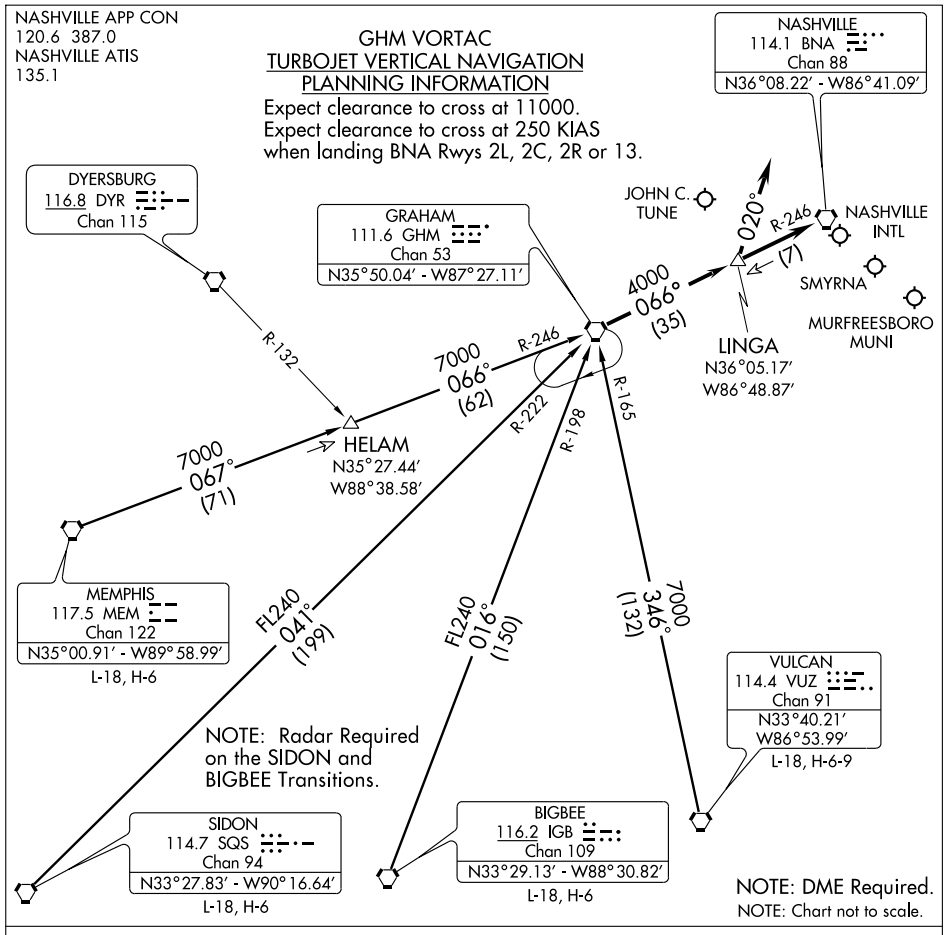
CATEGORY	A	B	C	D
S-13	1080-1 513 (500-1)		1080-1½ 513 (500-1½)	1080-1¾ 513 (500-1¾)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

TDZ/CL Rwys 2L and 2R
REIL Rwys 13,31 and 20C
HIRL Rwys 2R-20L,2C-20C
2L-20R and 13-31

SE-1. 14 JAN 2010 to 11 FEB 2010

GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE



BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . . .

SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . . .

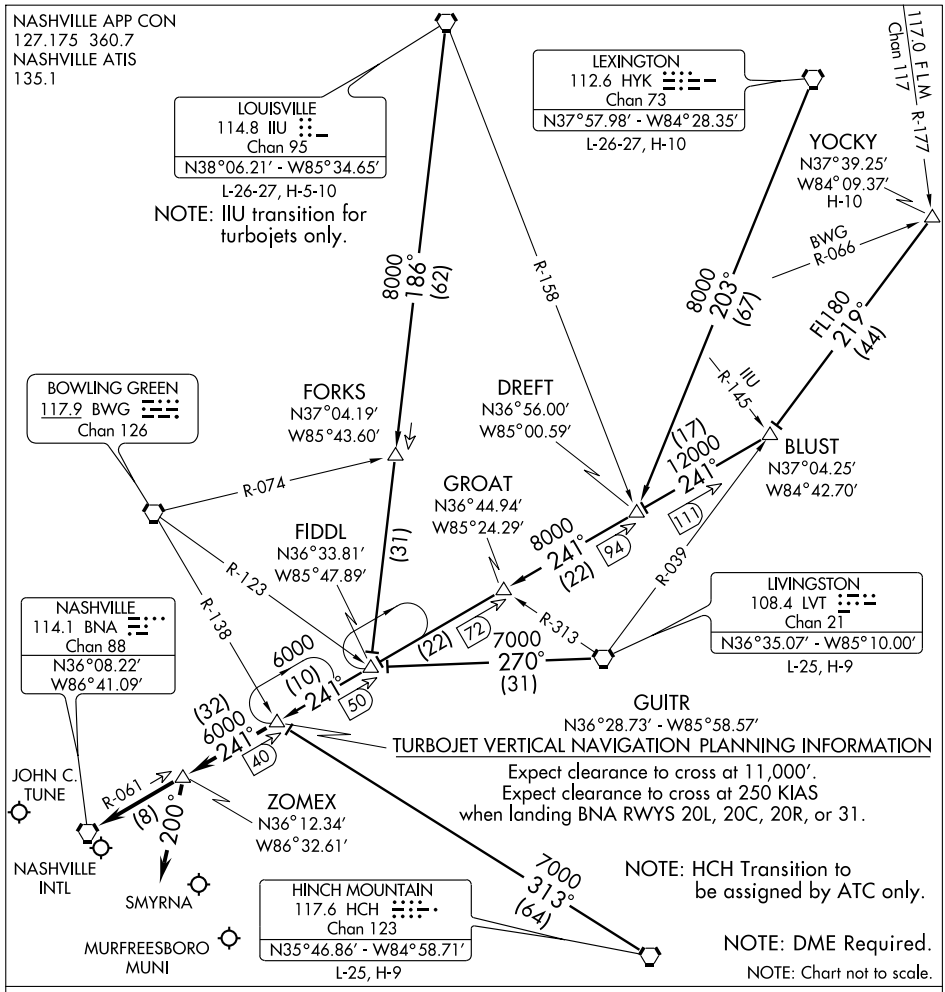
VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

SE-1, 14 JAN 2010 to 11 FEB 2010

GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . . .

LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.GUITR4): From over IIU VORTAC via IIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

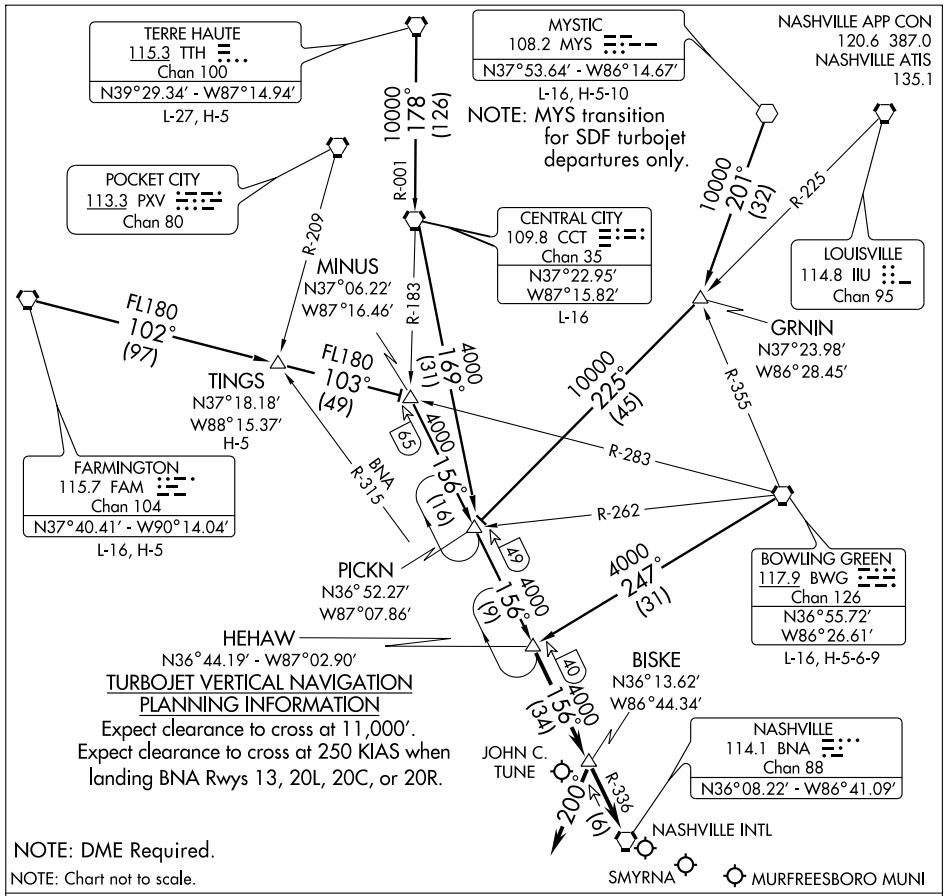
YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. NON-TURBINE; all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

SE-1, 14 JAN 2010 to 11 FEB 2010

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via IIU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. NON-TURBINE;
ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

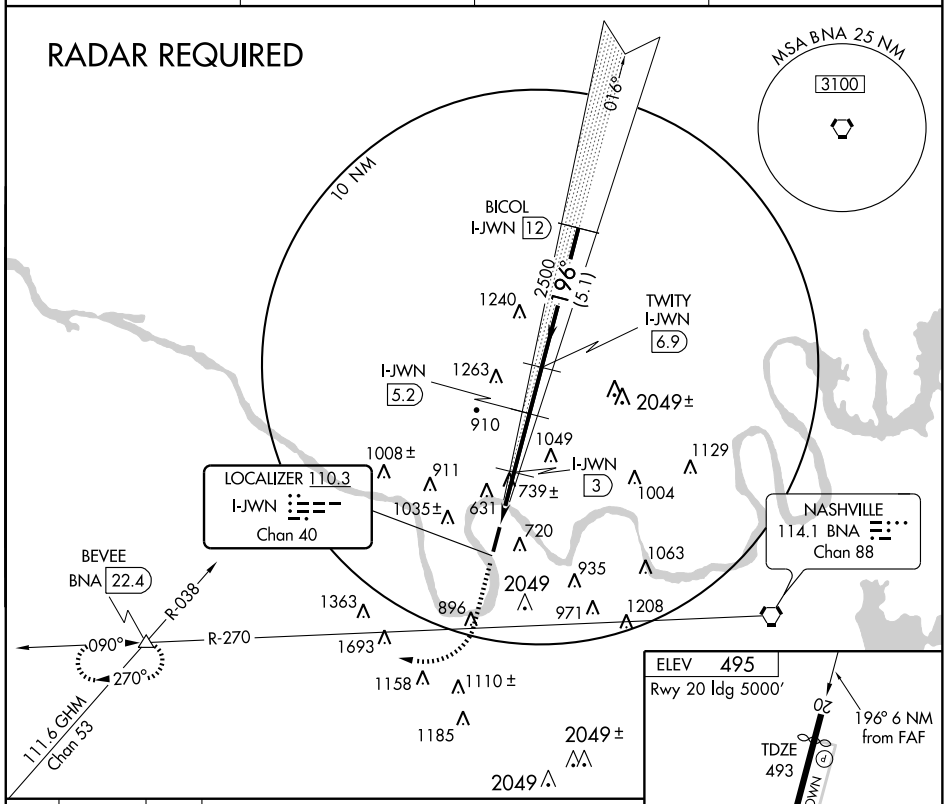
LOC/DME I-JWN 110.3 Chan 40	APP CRS 196°	Rwy ldg 5000 TDZE 493 Apt Elev 495

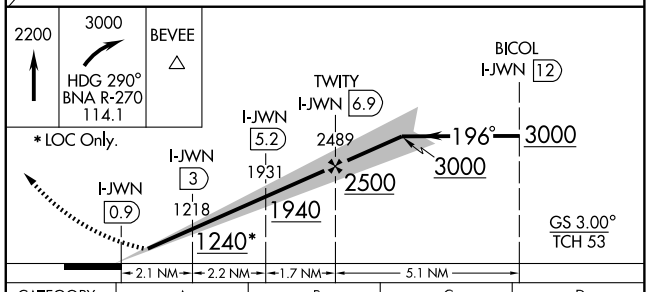
ILS or LOC/DME RWY 20

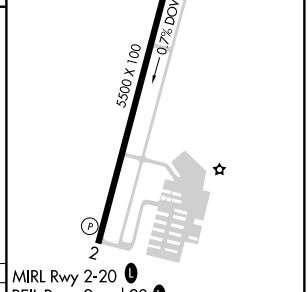
NASHVILLE/JOHN C. TUNE (JWN)

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 via heading 290° and BNA R-270 to BEVEE Int/BNA 22.4 DME and hold.

AWOS-3	NASHVILLE APP CON	CLNC DEL	UNICOM
127.075	119.35 385.55	124.55	122.7 (CTAF) L







MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

CATEGORY	A	B	C	D
S-ILS 20	693-¾ 200 (200-¾)			
S-LOC 20	1000-1 507 (600-1)		1000-1½ 507 (600-1½)	
CIRCLING	NA			

Knots	60	90	120	150	180
Min:Sec					

SE-1. 14 JAN 2010 to 11 FEB 2010

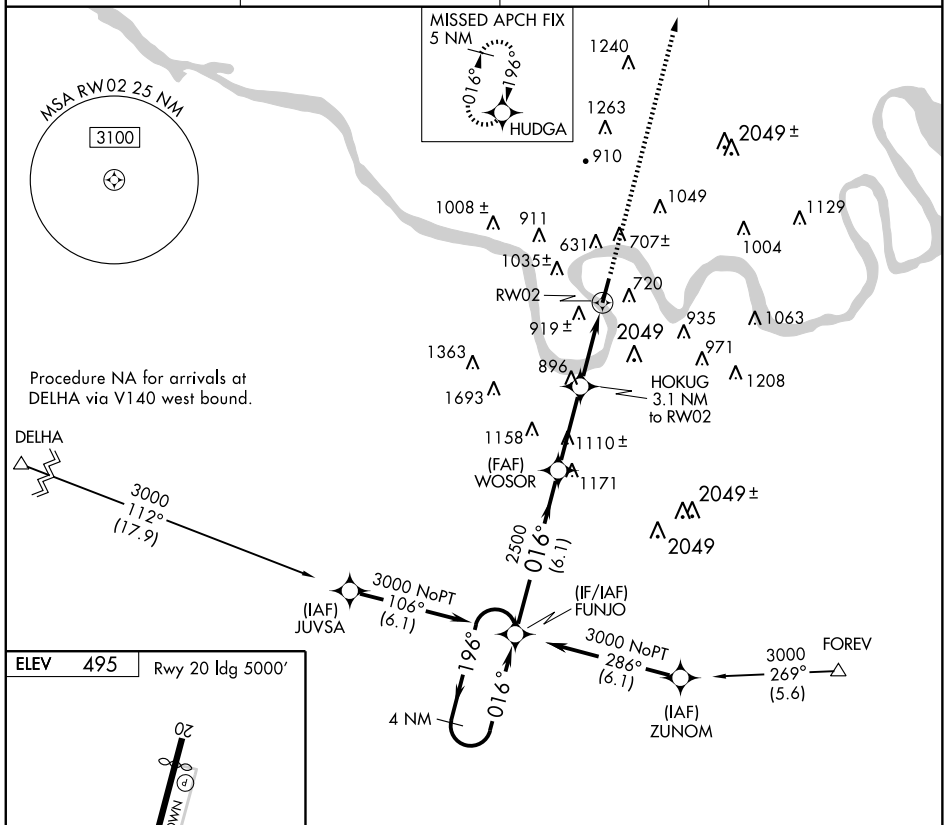
APP CRS	Rwy ldg	5500
016°	TDZE	484
	Apt Elev	495

RNAV (GPS) RWY 2
NASHVILLE/JOHN C. TUNE (JWN)

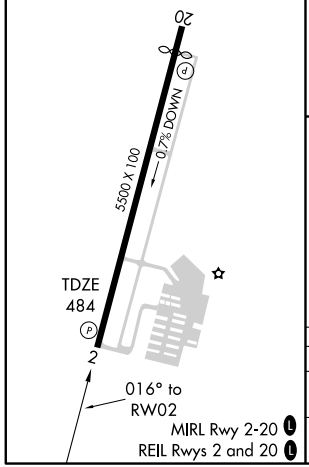
If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA's 40 feet. VDP NA when using Nashville Intl altimeter setting. Circling NA east of Rwy 2-20. DME/DME RNP-0.3 NA.

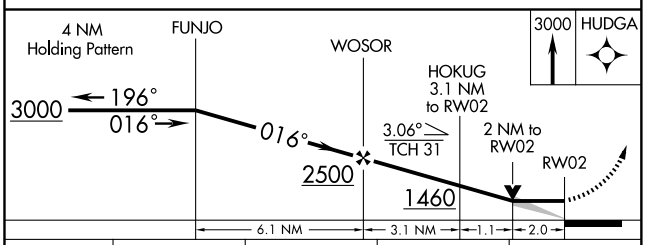
MISSED APPROACH: Climb to 3000 direct HUDGA and hold.

AWOS-3	NASHVILLE APP CON	CLNC DEL	UNICOM
127.075	119.35 385.55	124.55	122.7(CTAF) L



ELEV 495 Rwy 20 ldg 5000'





CATEGORY	A	B	C	D
LNAV MDA	1140-1 656 (700-1)		1140-1¾ 656 (700-1¾)	1140-2 656 (700-2)
CIRCLING	1220-1 725 (800-1)		1220-2 725 (800-2)	1400-3 905 (1000-3)

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5000
196°	TDZE	493
	Apt Elev	495

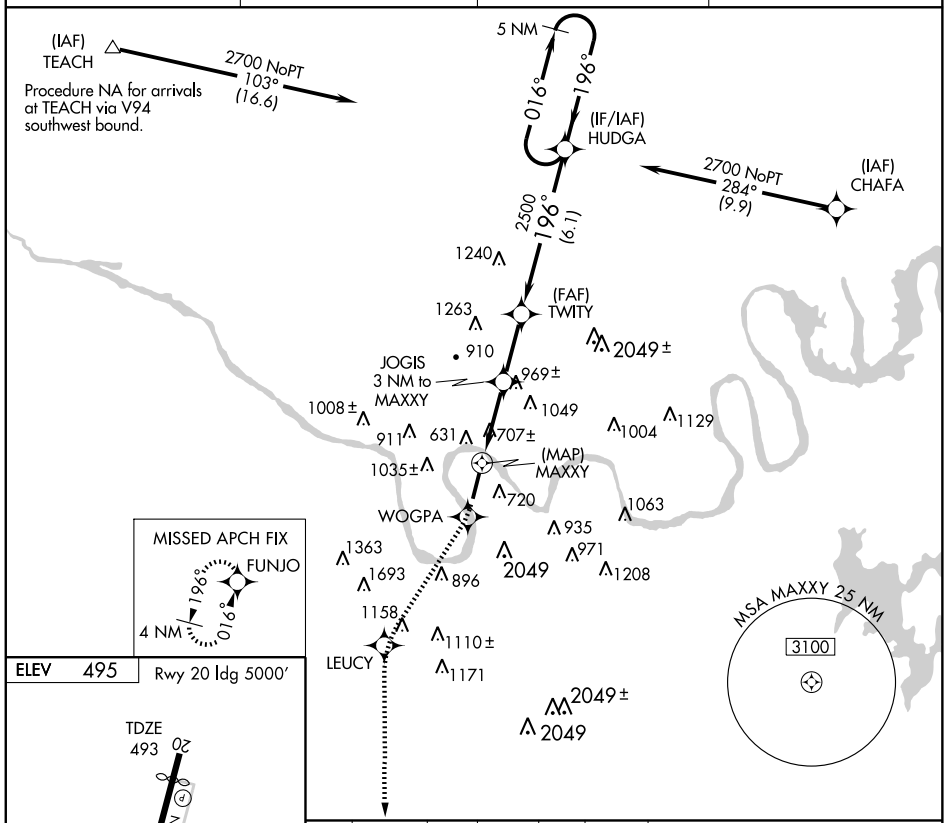
RNAV (GPS) RWY 20

NASHVILLE/JOHN C. TUNE (JWN)

If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 40 feet. VDP NA when using Nashville altimeter setting. Circling NA east of Rwy 2-20. DME/DME RNP-0.3 NA.

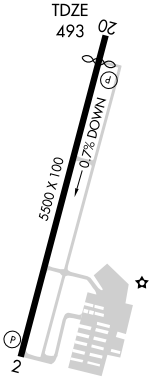
MISSED APPROACH: Climb to 3000 direct WOGPA and via 214° track to LEUCY and via 181° track to FUNJO and hold.

AWOS-3	NASHVILLE APP CON	CLNC DEL	UNICOM
127.075	119.35 385.55	124.55	122.7 (CTAF) L



ELEV	495

Rwy 20 ldg 5000′



MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

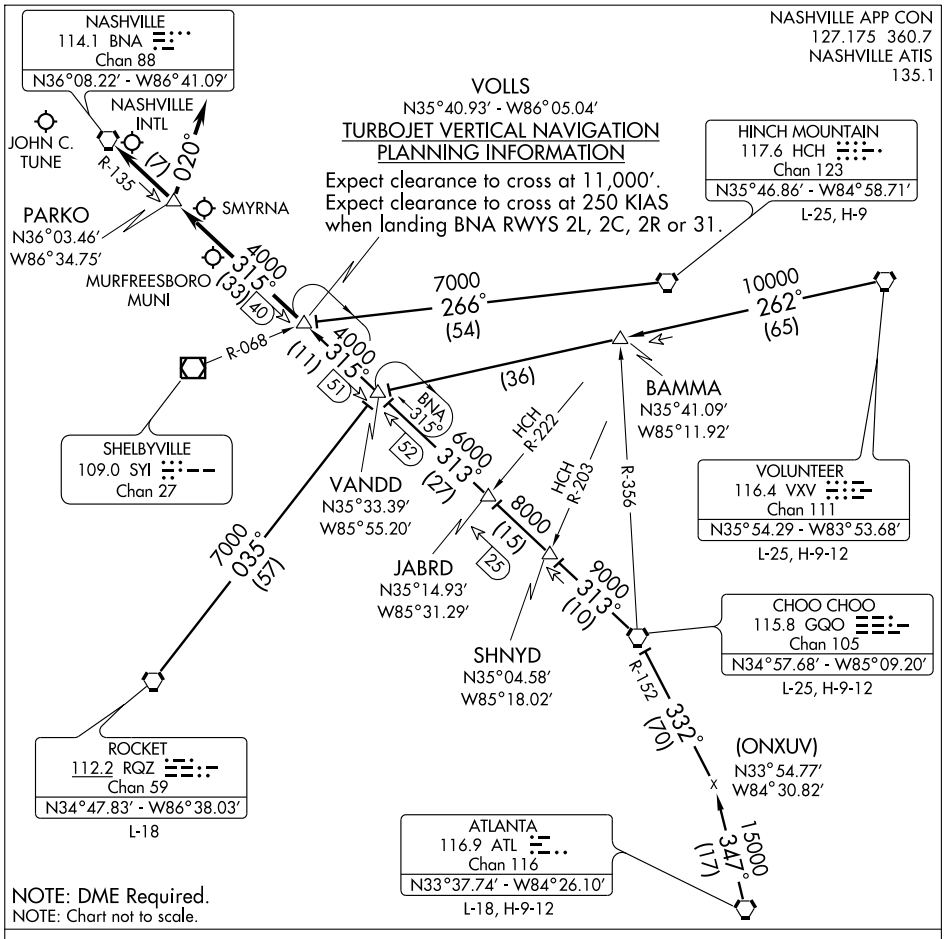
CATEGORY	A	B	C	D
LNAV MDA	1220-1 727 (800-1)		1220-2 727 (800-2)	1220-2¼ 727 (800-2¼)
CIRCLING	1220-1 725 (800-1)		1220-2 725 (800-2)	1400-3 905 (1000-3)

SE-1. 14 JAN 2010 to 11 FEB 2010

VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)

ST-282 (FAA)

NASHVILLE, TENNESSEE



ATLANTA TRANSITION (ATL.VOLLS7): From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .
CHOO CHOO TRANSITION (GQO.VOLLS7): From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .
HINCH MOUNTAIN TRANSITION (HCH.VOLLS7): From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . . .
ROCKET TRANSITION (RQZ.VOLLS7): From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.VOLLS7): From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. LANDING SOUTH: From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. NON-TURBINE; all runways: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

APP CRS	Rwy ldg	5502
051°	TDZE	1545
	Apt Elev	1545

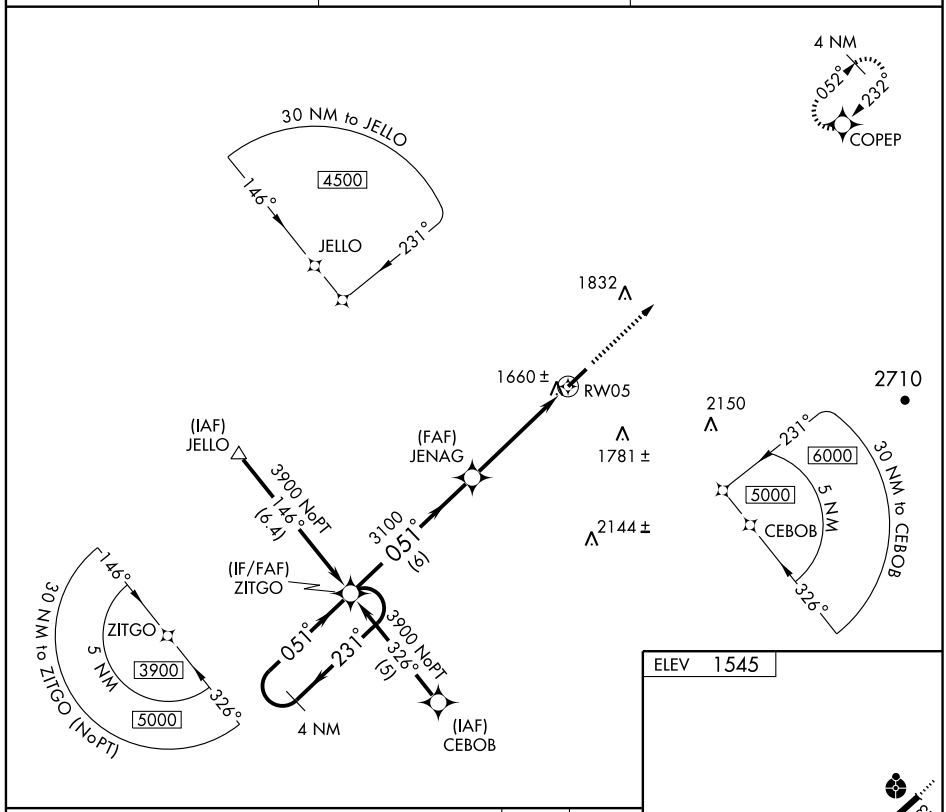
RNAV (GPS) RWY 5
ONEIDA/SCOTT MUNI (SCX)

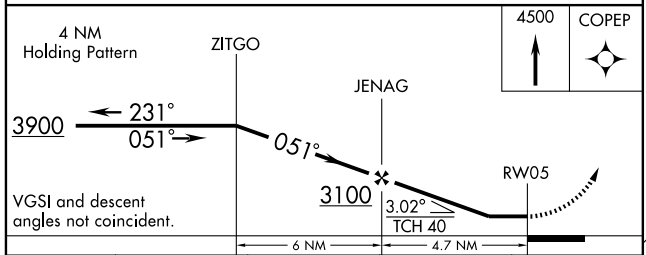
NA

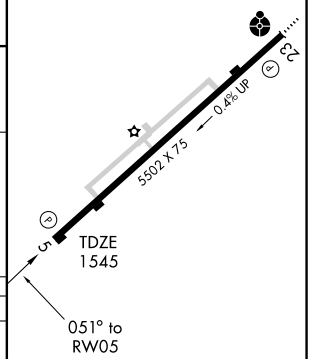
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climb to 4500 direct COPEP WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
135.025	124.625 371.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1960-1 415 (500-1)		1960-1¼ 415 (500-1¼)	
CIRCLING	2080-1 535 (600-1)		2080-1½ 535 (600-1½)	2100-2 555 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5502
232°	TDZE	1531
	Apt Elev	1545

RNAV (GPS) RWY 23

ONEIDA/SCOTT MUNI (SCX)

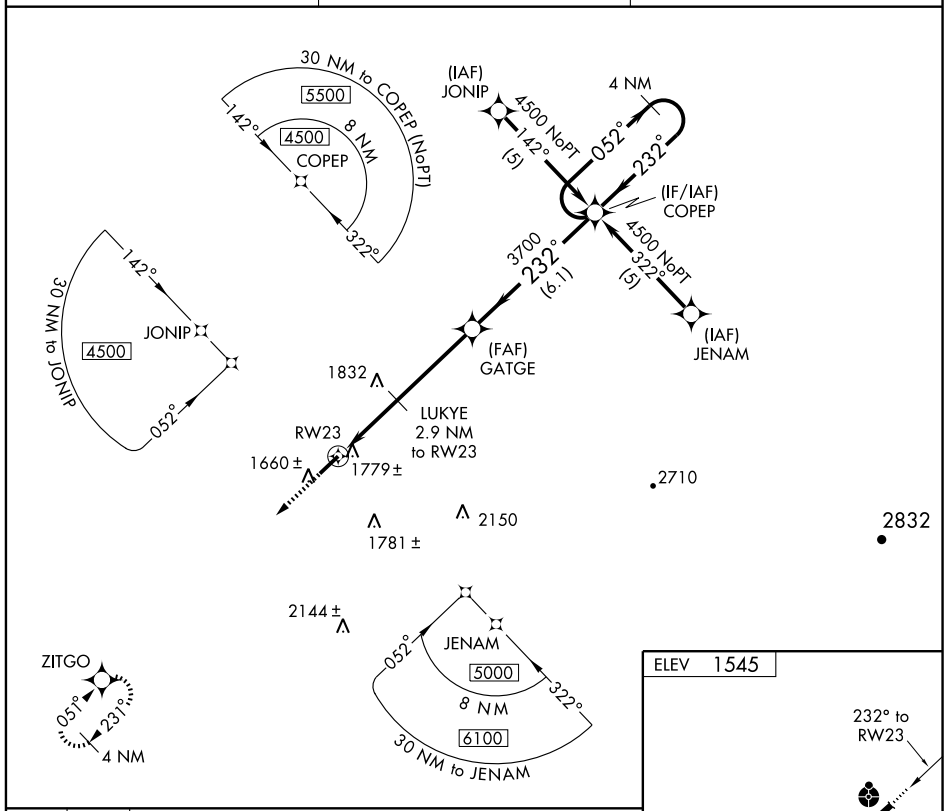
NA

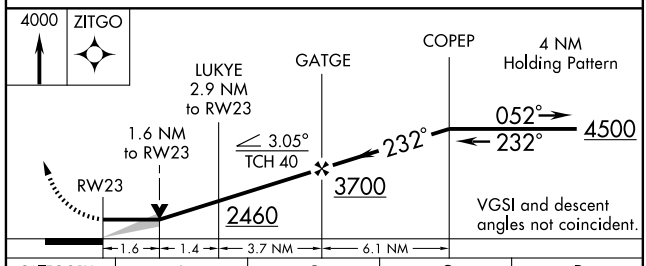
DME/DME RNP-0.3 NA. GPS or RNP-0.3 Required. Inoperative table does not apply. Circling NA at night to Rwy 05.

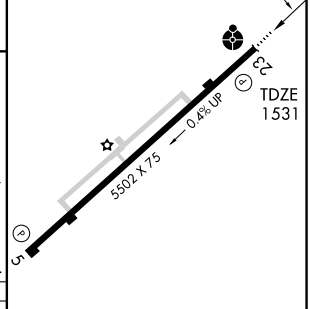
ODALS

MISSED APPROACH: Climb to 4000 direct ZITGO WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
135.025	124.625 371.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2040-1 509 (500-1)		2040-1½ 509 (500-1½)	
CIRCLING	2080-1 535 (600-1)		2080-1½ 535 (600-1½)	2100-2 555 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

SE-1. 14 JAN 2010 to 11 FEB 2010

SDF OLC	APP CRS	Rwy ldg	5502
110.5	231°	TDZE	1531
		Apt Elev	1545

SDF RWY 23

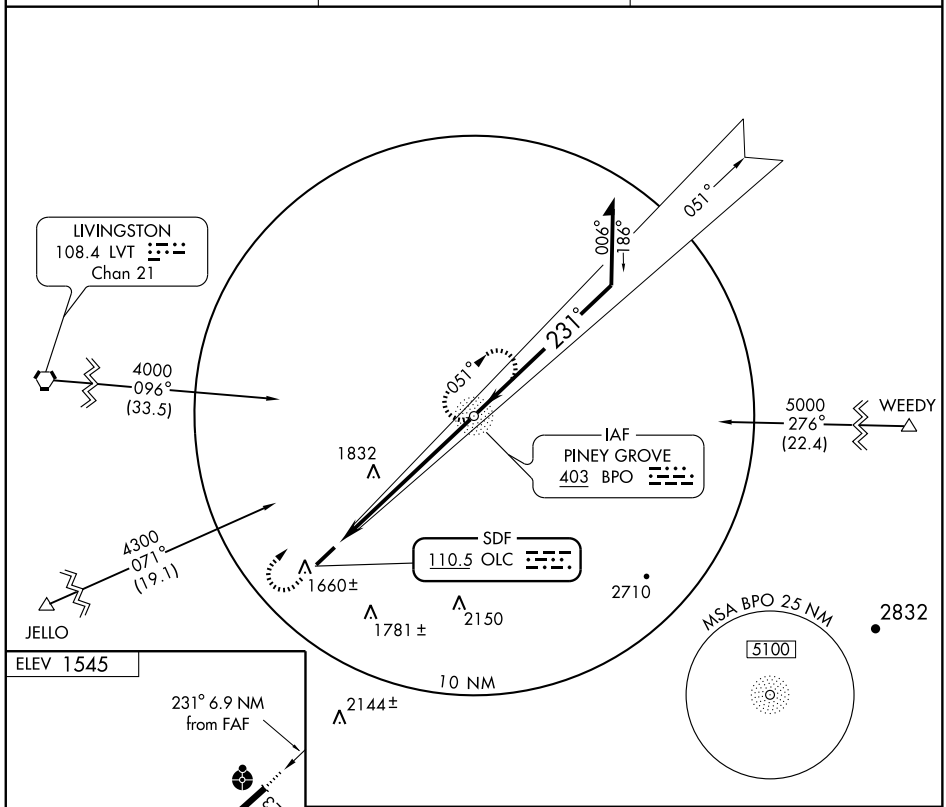
ONEIDA/SCOTT MUNI (SCX)

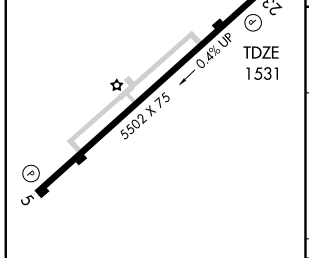
NA Inoperative table does not apply to Cat C.
ADF REQUIRED

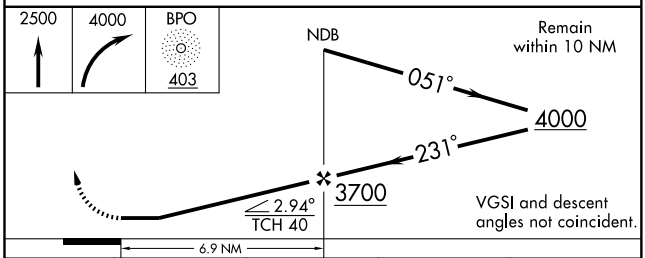
ODALS

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct BPO NDB and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
135.025	124.625 371.925	122.8 (CTAF) L







MIRL Rwy 5-23 L
REIL Rwys 5 and 23

FAF to MAP 6.9 NM					
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

CATEGORY	A	B	C	D
S-23	2160-¾ 629 (700-¾)		2160-1¾ 629 (700-1¾)	2160-2 629 (700-2)
CIRCLING	2160-1 615 (700-1)		2160-1¾ 615 (700-1¾)	2160-2 615 (700-2)

VORTAC LVT 108.4 Chan 21	APP CRS 107°	Rwy Idg N/A TDZE N/A Apt Elev 1545

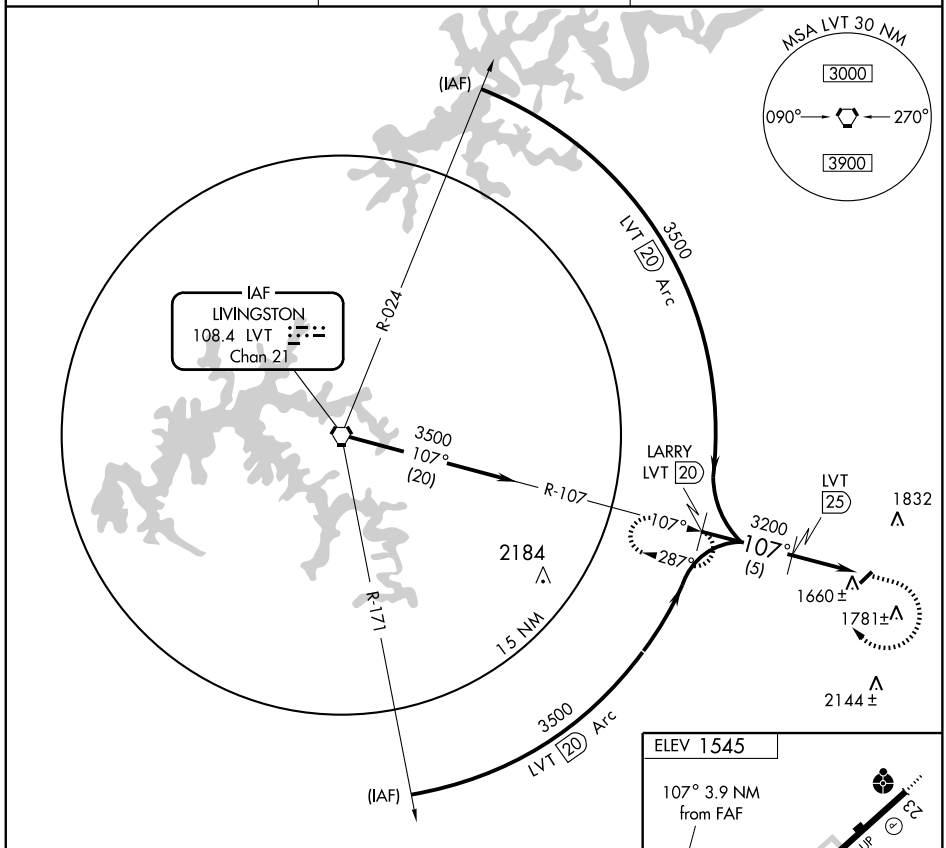
VOR/DME-A

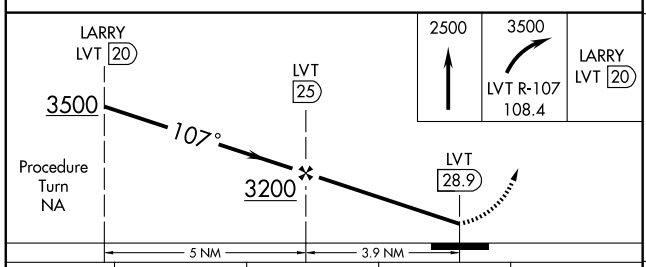
ONEIDA/SCOTT MUNI (SCX)

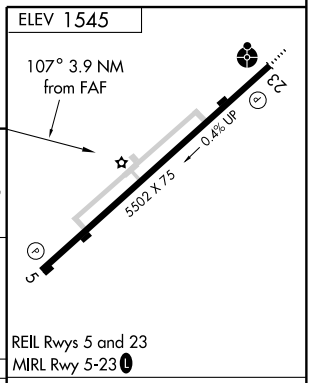
NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 via LVT R-107 to LARRY/20 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
135.025	124.625 371.925	122.8 (CTAF) L







REIL Rwys 5 and 23
MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
CIRCLING	2080-1 535 (600-1)	2080-1¼ 535 (600-1¼)	2080-1½ 535 (600-1½)	2100-2 555 (600-2)

Knots	60	90	120	150	180
Min:Sec					

LOC I-PHT	APP CRS	Rwy ldg	5001
110.7	016°	TDZE	580
		Apt Elev	580

ILS RWY 2

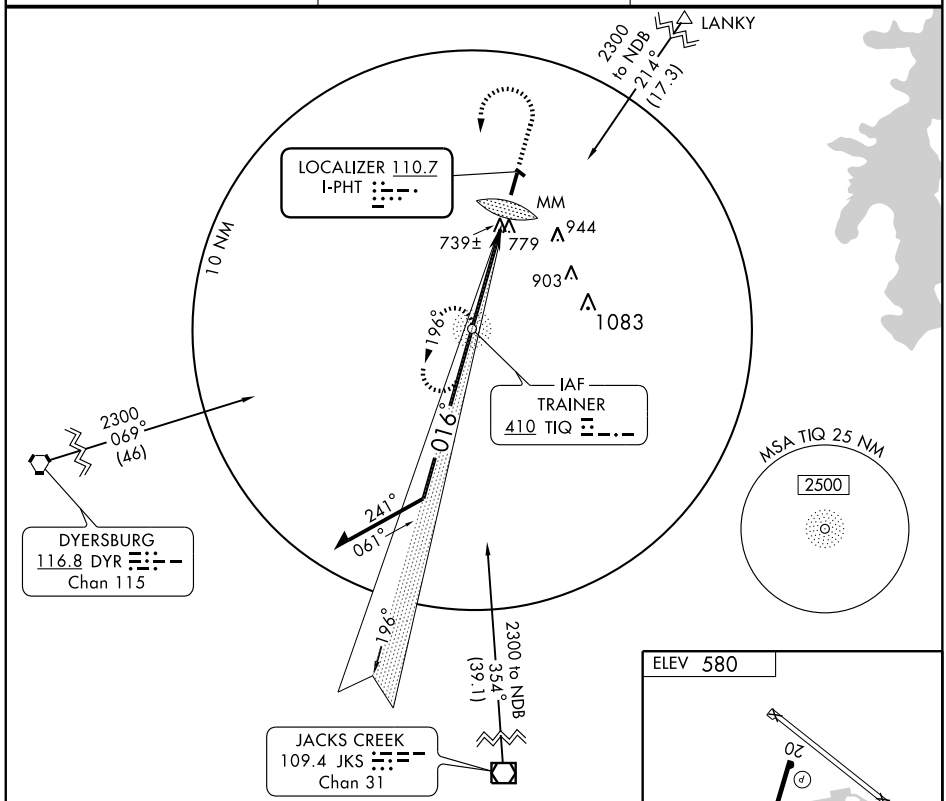
PARIS /HENRY COUNTY (PHT)

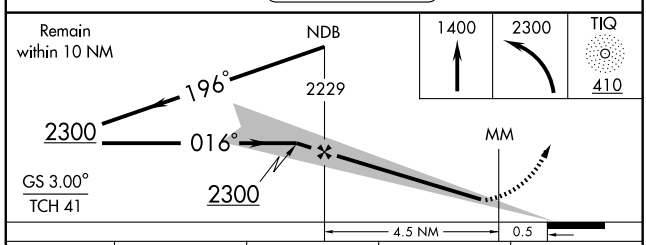
NA Inoperative table does not apply to S-LOC Cat C. If local altimeter setting not received, use Jackson altimeter setting and increase all MDAs 140 feet. ADF REQUIRED.

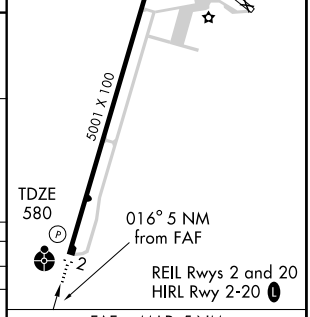
ODALS

MISSED APPROACH: Climb to 1400 then climbing left turn to 2300 direct TIQ NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.825	134.65 316.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 2	880-1 300 (300-1)			
S-LOC 2	1020-¾ 440 (500-¾)		1020-1¼ 440 (500-1¼)	1020-1½ 440 (500-1½)
CIRCLING	1080-1 500 (500-1)		1080-1½ 500 (500-1½)	1140-2 560 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-1. 14 JAN 2010 to 11 FEB 2010

NDB TIQ	APP CRS	Rwy ldg	5001
410	016°	TDZE	580
		Apt Elev	580

NDB or GPS RWY 2

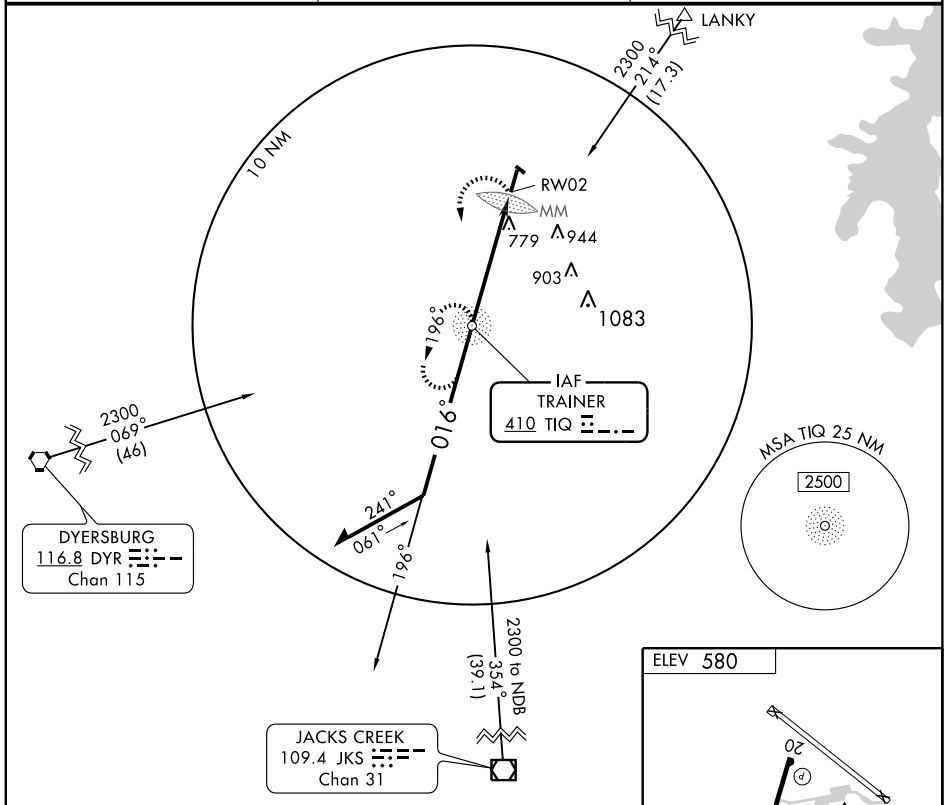
PARIS /HENRY COUNTY (PHT)

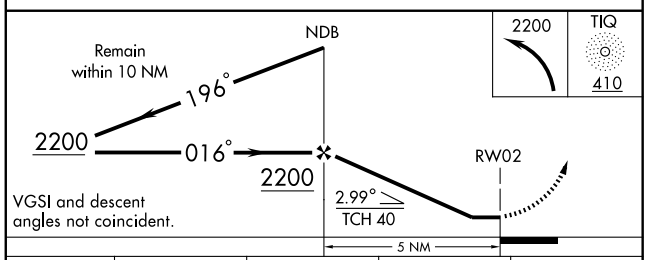
Inoperative table does not apply to S-2 Cat C.

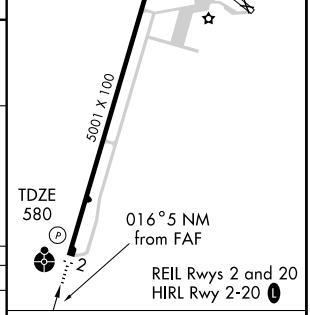
ODALS

MISSED APPROACH: Cllimbing left turn to 2200 direct TIQ NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.825	134.65 316.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-2	1080-¾ 500 (500-¾)		1080-1¼ 500 (500-1¼)	1080-1½ 500 (500-1½)
CIRCLING	1080-1 500 (500-1)		1080-1½ 500 (500-1½)	1140-2 560 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-1. 14 JAN 2010 to 11 FEB 2010

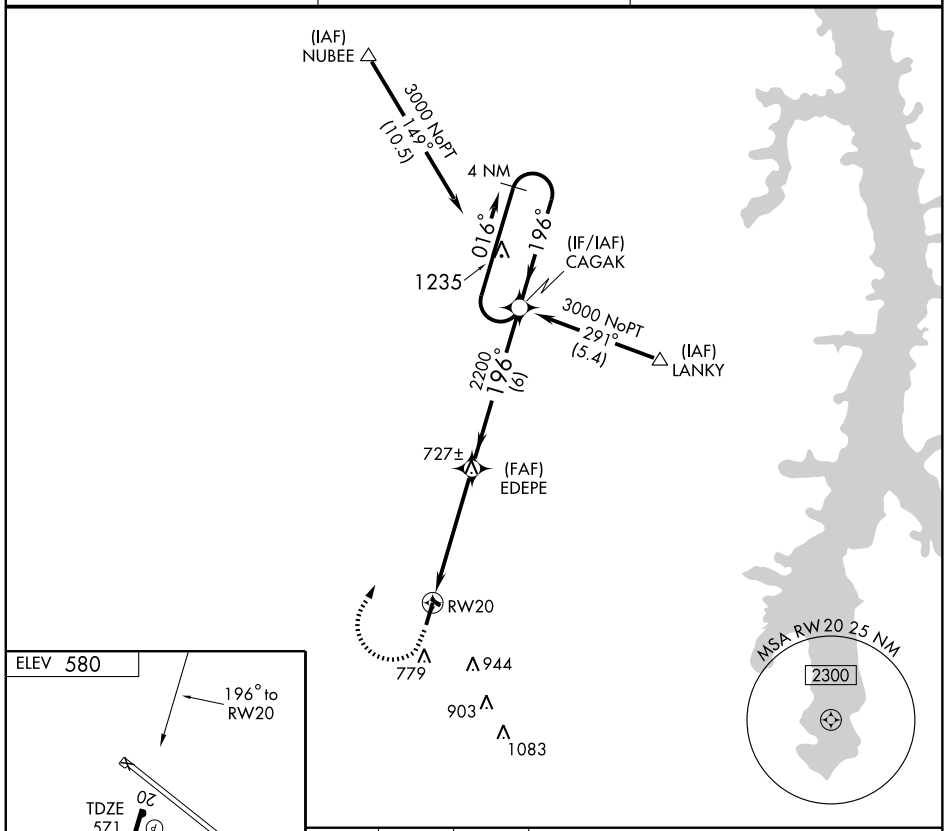
APP CRS 196°	Rwy ldg	5001
	TDZE	571
	Apt Elev	580

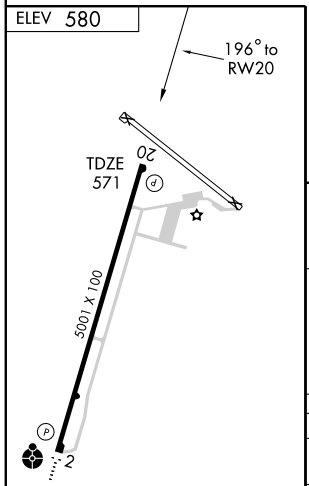
RNAV (GPS) RWY 20

PARIS /HENRY COUNTY (PHT)

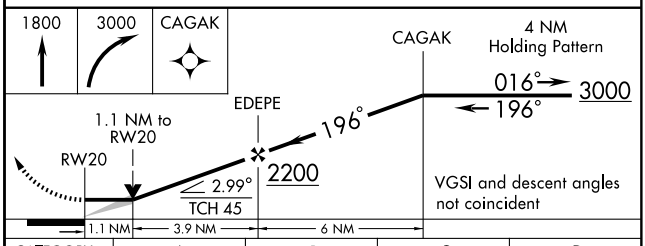
NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct CAGAK WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.825	134.65 316.15	123.0 (CTAF) L





REIL Rwys 2 and 20
HIRL Rwy 2-20 L



CATEGORY	A	B	C	D
LNAV MDA	960-1 389 (400-1)			960-1¼ 389 (400-1¼)
CIRCLING	1080-1 500 (500-1)		1080-1½ 500 (500-1½)	1140-2 560 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

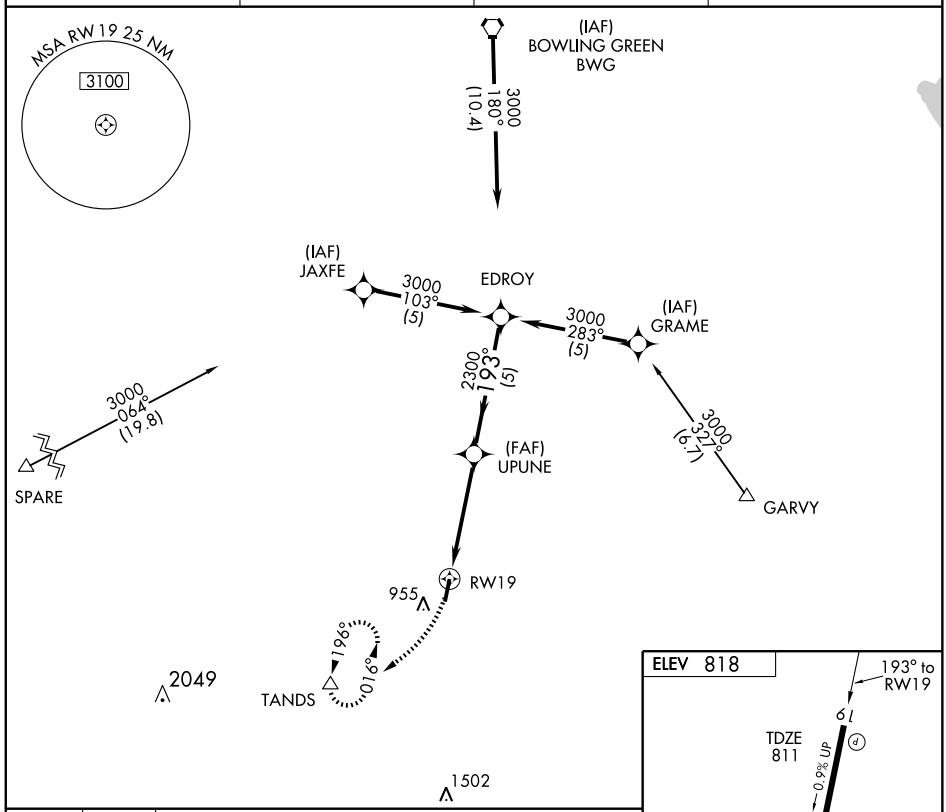
APP CRS	Rwy ldg	5000
193°	TDZE	811
	Apt Elev	818

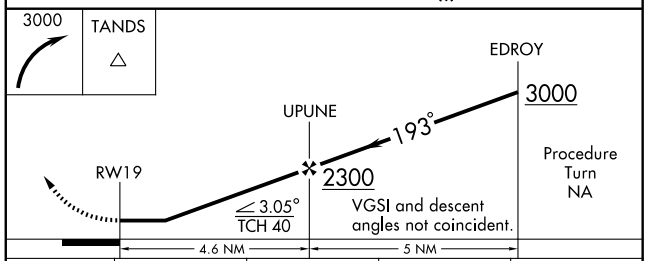
GPS RWY 19
PORTLAND MUNI (1M5)

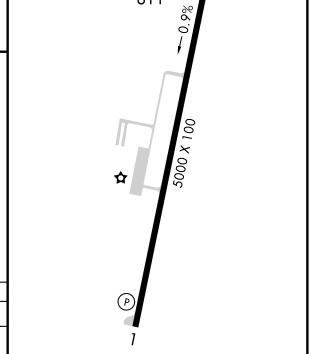
NA

MISSED APPROACH: Climbing right turn to 3000 direct TANDS WP and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
118.175	119.35 385.55	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	1200-1 389 (400-1)			1200-1¼ 389 (400-1¼)
CIRCLING	1260-1 442 (500-1)	1280-1 462 (500-1)	1280-1½ 462 (500-1½)	1380-2 562 (600-2)

REIL Rwys 1 and 19
MIRL Rwy 1-19 L

SE-1. 14 JAN 2010 to 11 FEB 2010

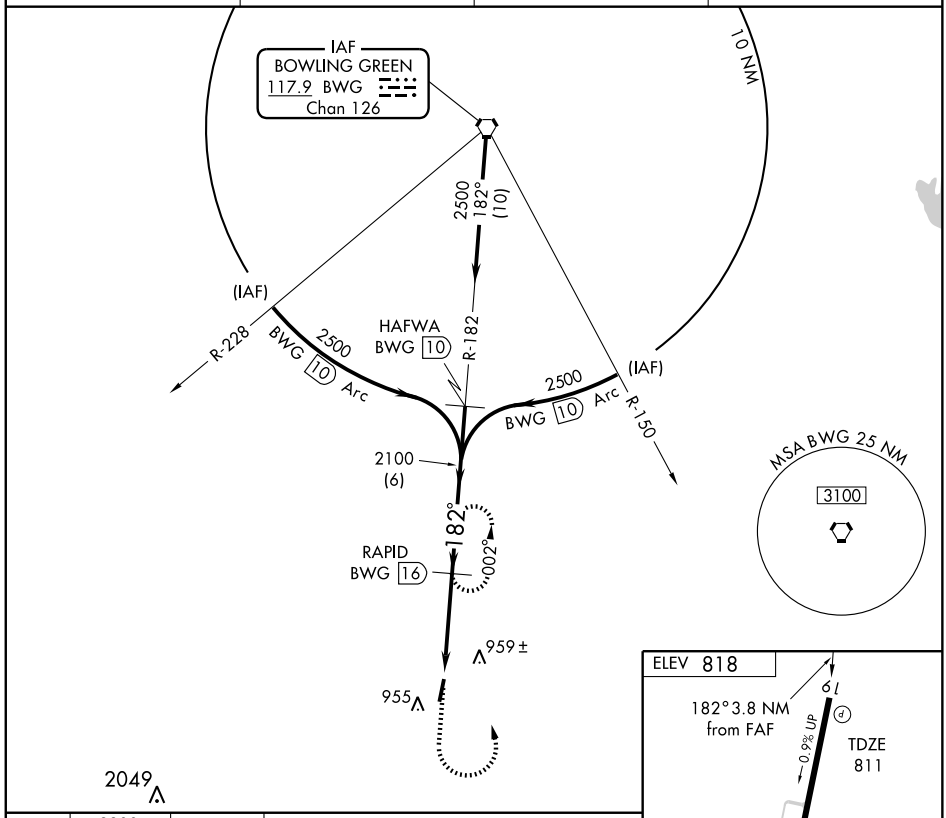
VORTAC BWG	APP CRS	Rwy ldg	5000
117.9	182°	TDZE	811
Chan 126		Apt Elev	818

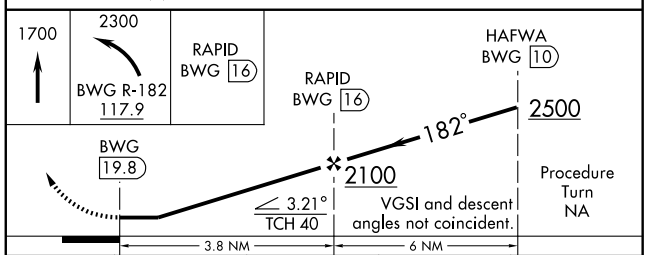
VOR/DME RWY 19
PORTLAND MUNI (1M5)

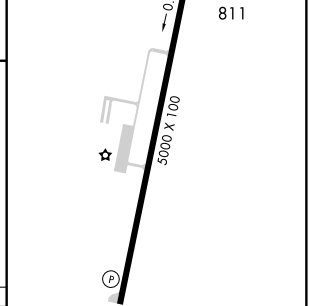
NA If local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1700 then climbing left turn to 2300 via BWG R-182 to RAPID 16 DME and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
118.175	119.35 385.55	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	1400-1 589 (600-1)		1400-1½ 589 (600-1½)	1400-1¾ 589 (600-1¾)
CIRCLING	1400-1 582 (600-1)		1400-1½ 582 (600-1½)	1400-2 582 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5001
155°	TDZE	685
	Apt Elev	685

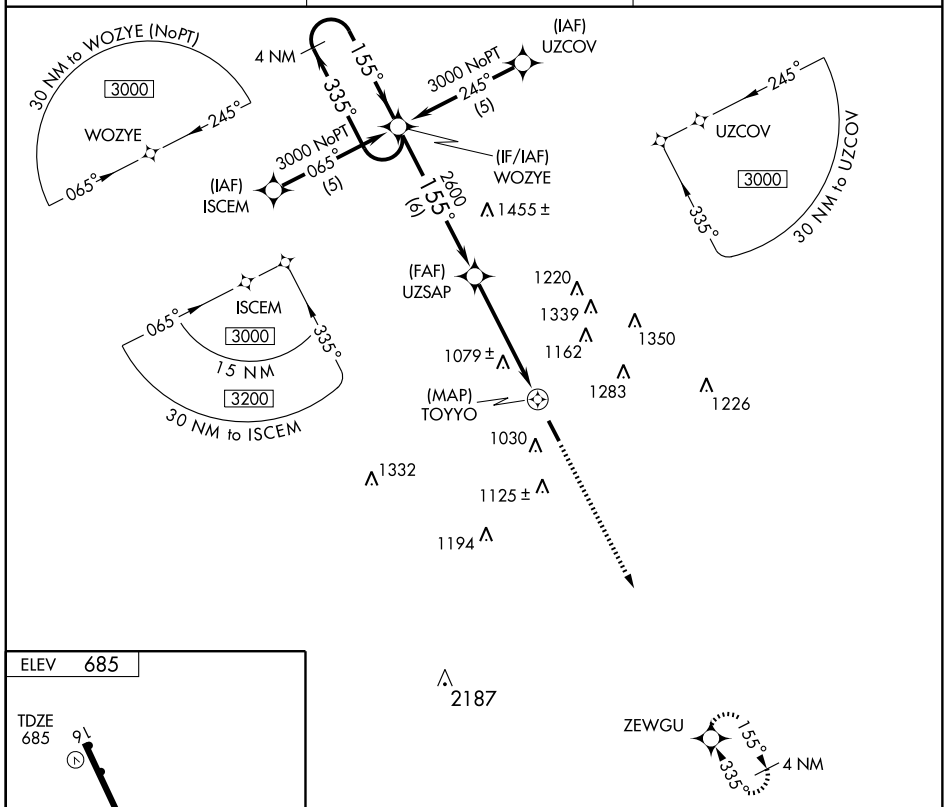
RNAV (GPS) RWY 16
PULASKI/ABERNATHY FIELD (GZS)

If local altimeter setting not received, use Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting and increase all MDAs 80 feet. Circling to Rwy 16 NA at night. DME/DME RNP-0.3 NA. Straight-in minimums NA at night.

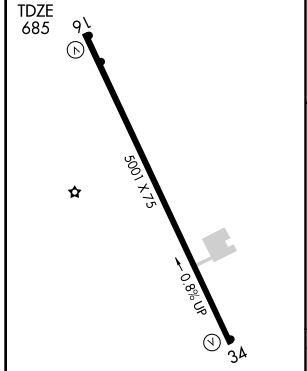
NA

MISSED APPROACH: Climb to 3000 direct ZEWGU and hold.

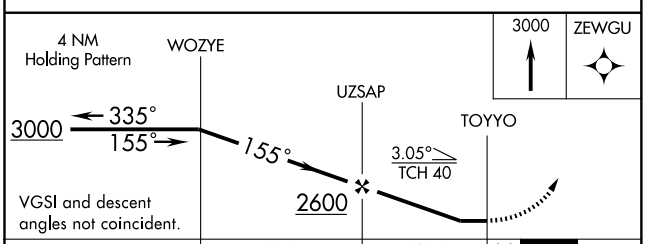
AWOS-3	MEMPHIS CENTER	UNICOM
118.275	125.85 381.4	122.8 (CTAF)



ELEV 685



MIRL Rwy 16-34
REIL Rwys 16 and 34



CATEGORY	A	B	C	D
LNAV MDA	1340-1 655 (700-1)		1340-1¾ 655 (700-1¾)	1340-2 655 (700-2)
CIRCLING	1420-1 735 (800-1)		1420-2 735 (800-2)	1440-2½ 755 (800-2½)

APP CRS 335°	Rwy ldg	5001
	TDZE	663
	Apt Elev	685

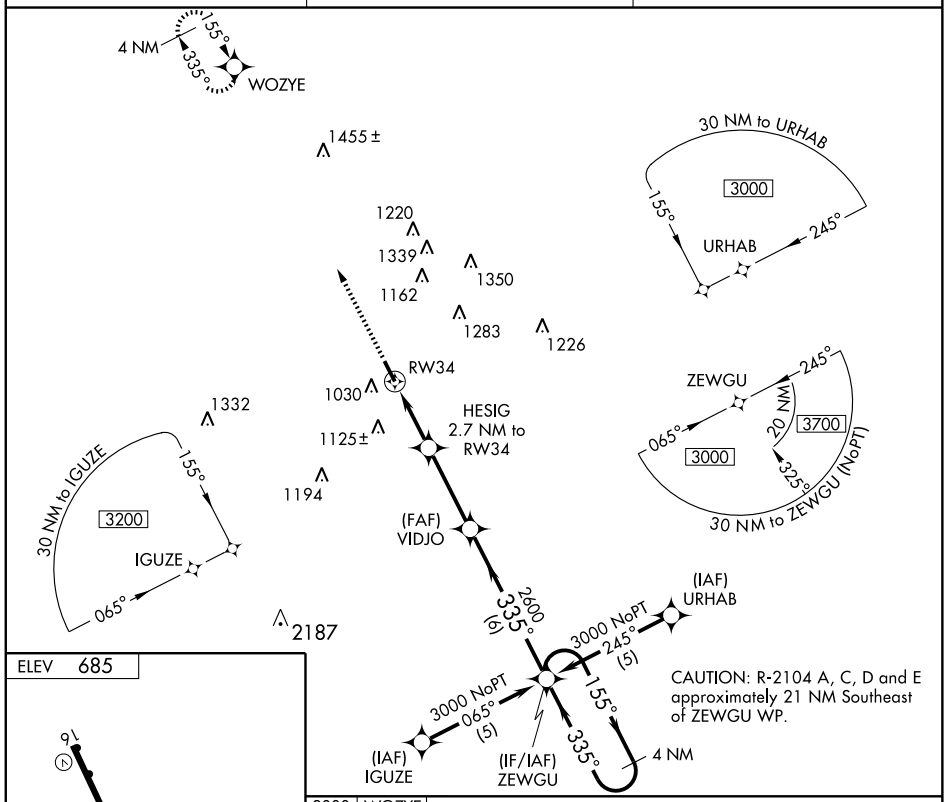
RNAV (GPS) RWY 34

PULASKI/ABERNATHY FIELD (GZS)

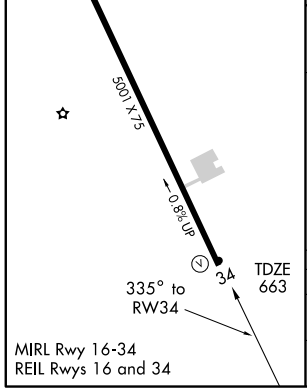
If local altimeter setting not received, use Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting and increase all MDAs 80 feet.
NA DME/DME RNP-0.3 NA. Circling to Rwy 16 NA at night. VDP NA when using Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting.

MISSED APPROACH: Climb to 3000 direct WOZYE and hold.

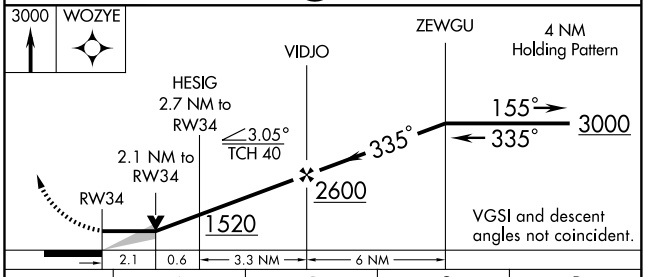
AWOS-3	MEMPHIS CENTER	UNICOM
118.275	125.85 381.4	122.8 (CTAF)



CAUTION: R-2104 A, C, D and E approximately 21 NM Southeast of ZEWGU WP.



MIRL Rwy 16-34
REIL Rwys 16 and 34



CATEGORY	A	B	C	D
LNAV MDA	1360-1 697 (700-1)		1360-2 697 (700-2)	1360-2¼ 697 (700-2¼)
CIRCLING	1420-1 735 (800-1)		1420-2 735 (800-2)	1440-2½ 755 (800-2½)

VORTAC RQZ 112.2 Chan 59	APP CRS 313°	Rwy ldg 5001 TDZE 663 Apt Elev 685

VOR/DME RWY 34

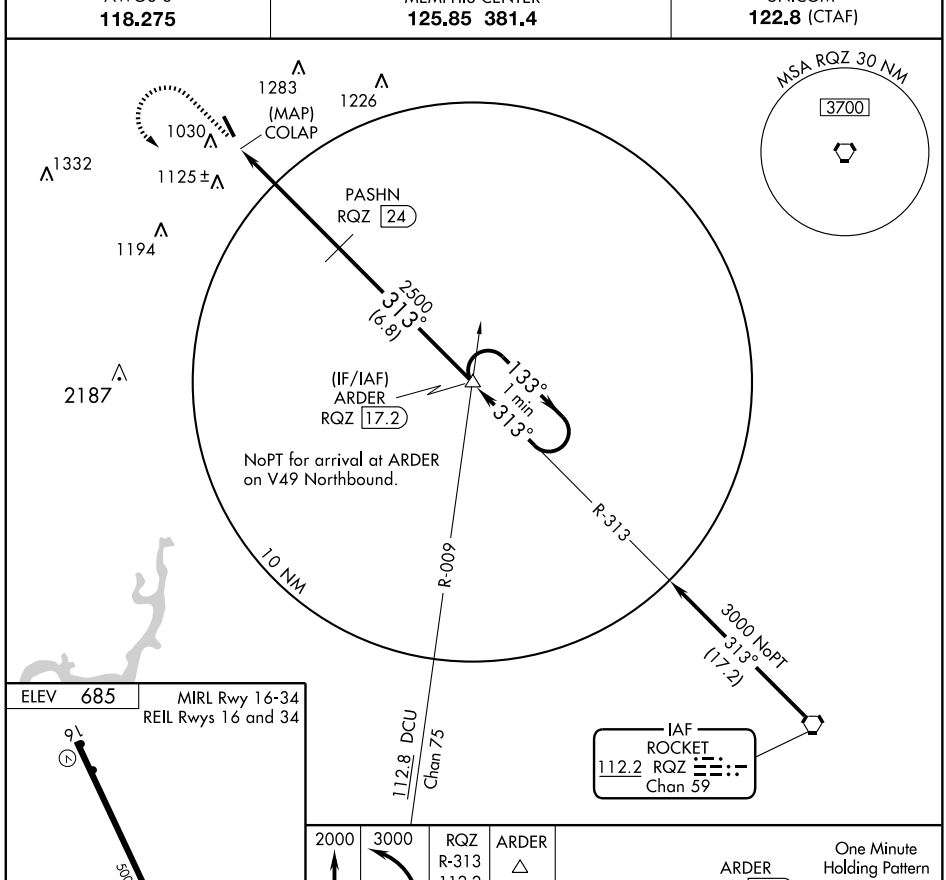
PULASKI/ABERNATHY FIELD (GZS)

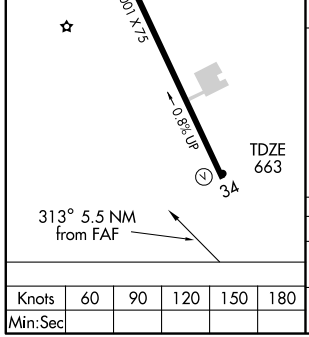
NA

If local altimeter setting not received, use Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting and increase all MDAs 80 feet. Circling to Rwy 16 NA at night.

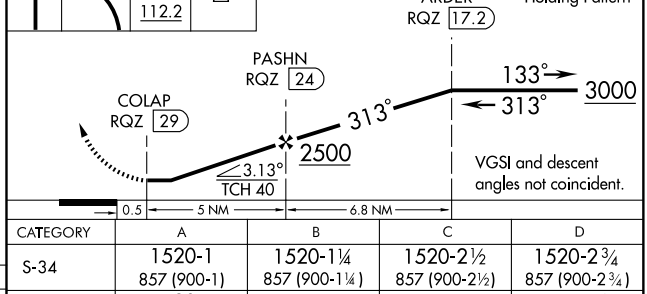
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via RQZ R-313 to ARDER Int/RQZ 17.2 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.275	125.85 381.4	122.8 (CTAF)





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-34	1520-1 857 (900-1)	1520-1¼ 857 (900-1¼)	1520-2½ 857 (900-2½)	1520-2¾ 857 (900-2¾)
CIRCLING	1520-1 835 (900-1)	1520-1¼ 835 (900-1¼)	1520-2½ 835 (900-2½)	1520-2¾ 835 (900-2¾)

SE-1. 14 JAN 2010 to 11 FEB 2010

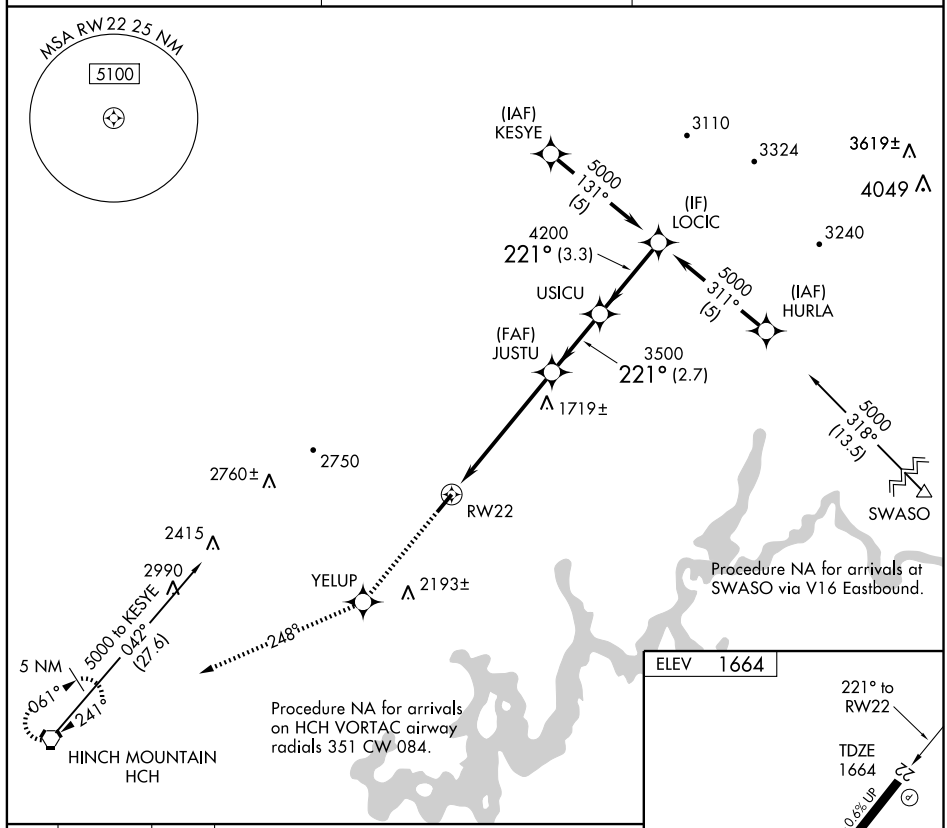
APP CRS	Rwy ldg	5000
221°	TDZE	1664
	Apt Elev	1664

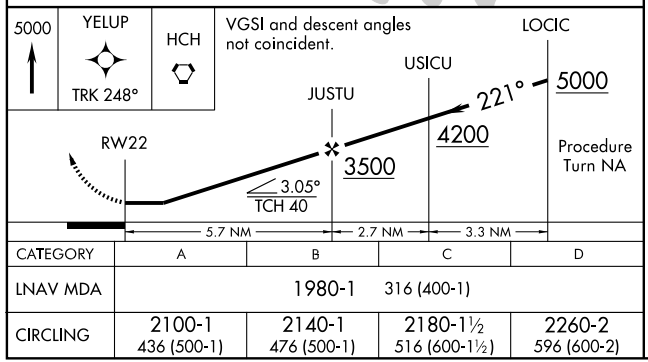
RNAV (GPS) RWY 22
ROCKWOOD MUNI (RKW)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDAs 80 feet, increase LNAV and Circling Cat. D visibility ¼ mile.

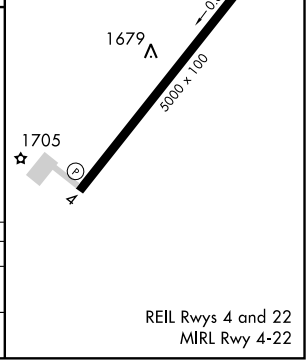
MISSED APPROACH: Climb to 5000 direct YELUP and via 248° track to HCH VORTAC and hold.

AWOS-3	ATLANTA CENTER	UNICOM
118.775	133.6 254.3	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1980-1 316 (400-1)			
CIRCLING	2100-1 436 (500-1)	2140-1 476 (500-1)	2180-1½ 516 (600-1½)	2260-2 596 (600-2)



REIL Rwys 4 and 22
MIRL Rwy 4-22

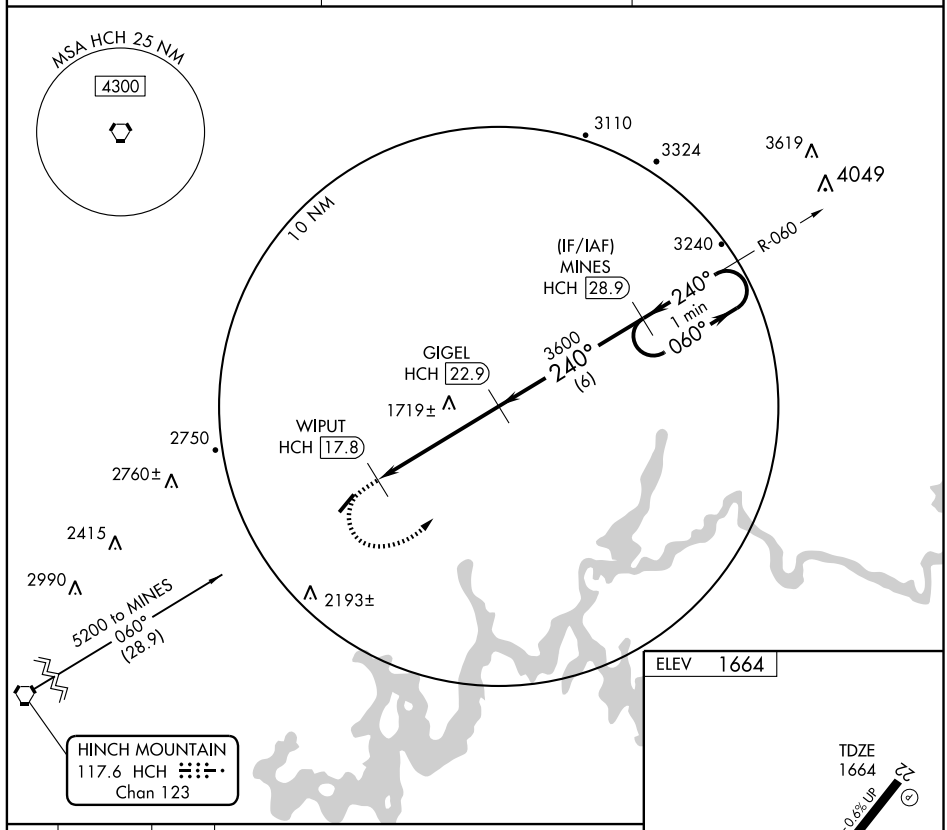
VOR/DME RWY 22
ROCKWOOD MUNI (RKW)

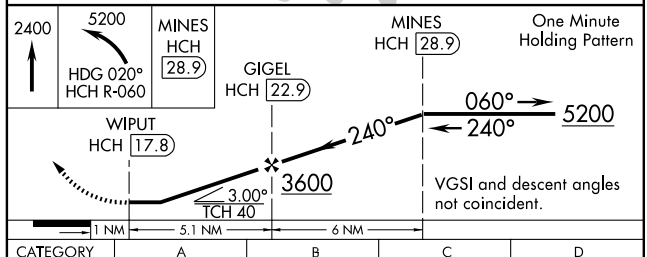
VORTAC HCH	APP CRS		
117.6 Chan 123	240°	Rwy ldg	5000
		TDZE	1664
		Apt Elev	1664

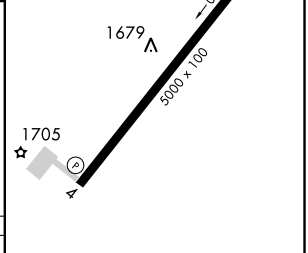
Visibility reduction by helicopter NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDAs 80 feet, and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2400 then climbing left turn to 5200 via heading 020° and HCH R-060 to MINES 28.9 DME and hold.

AWOS-3	ATLANTA CENTER	UNICOM
118.775	133.6 254.3	122.8 (CTAF)







CATEGORY	A	B	C	D
S-22	2060-1¼ 396 (400-1¼)			2060-1½ 396 (400-1½)
CIRCLING	2100-1¼ 436 (500-1¼)	2140-1¼ 476 (500-1¼)	2180-1½ 516 (600-1½)	2260-2 596 (600-2)

REIL Rwys 4 and 22
MIRL Rwy 4-22

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3502
068°	TDZE	1255
	Apt Elev	1255

GPS RWY 7

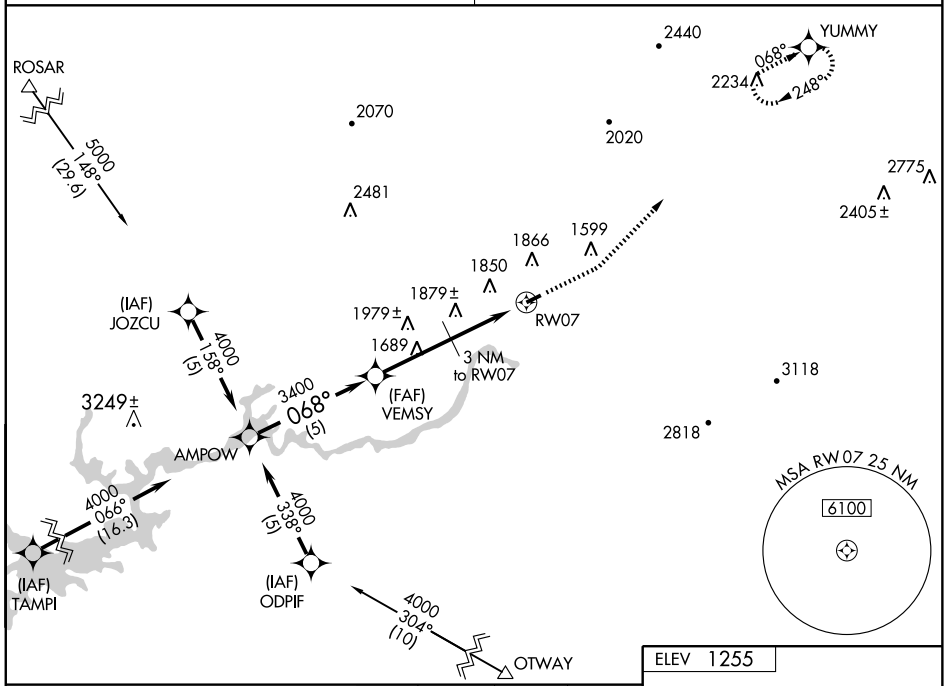
ROGERSVILLE/HAWKINS COUNTY (RVN)

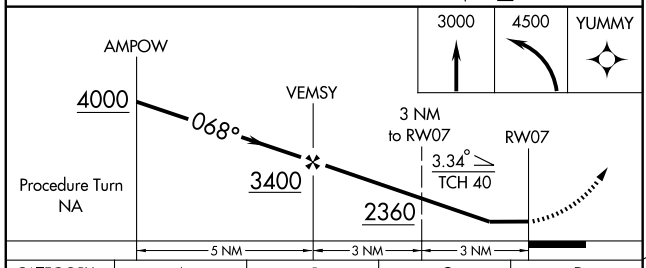
NA

Obtain local altimeter setting on CTAF, if not received use Tri-Cities Rgnl altimeter setting.

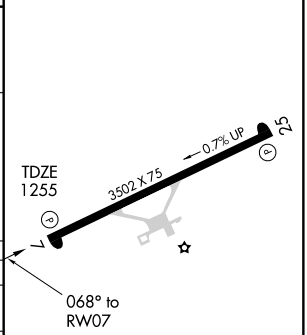
MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 direct YUMMY WP and hold.

TRI CITY APP CON ★	UNICOM
119.25 317.5	**122.8** (CTAF)





ELEV 1255



CATEGORY	A	B	C	D
S-7	2140-1¼	885 (900-1¼)	2140-2¾ 885 (900-2¾)	NA
CIRCLING	2180-1¼	925 (1000-1¼)	2180-2¾ 925 (1000-2¾)	NA
TRI-CITIES RGNL ALTIMETER SETTING MINIMUMS				
S-7	2220-1¼ 965 (1000-1¼)	2220-1½ 965 (1000-1½)	2220-3 965 (1000-3)	NA
CIRCLING	2260-1¼ 1005 (1100-1¼)	2260-1½ 1005 (1100-1½)	2260-3 1005 (1100-3)	NA

MIRL Rwy 7-25
REIL Rwys 7 and 25

NDB RVN	APP CRS	Rwy ldg	3502
329	073°	TDZE	1255
		Apt Elev	1255

NDB RWY 7

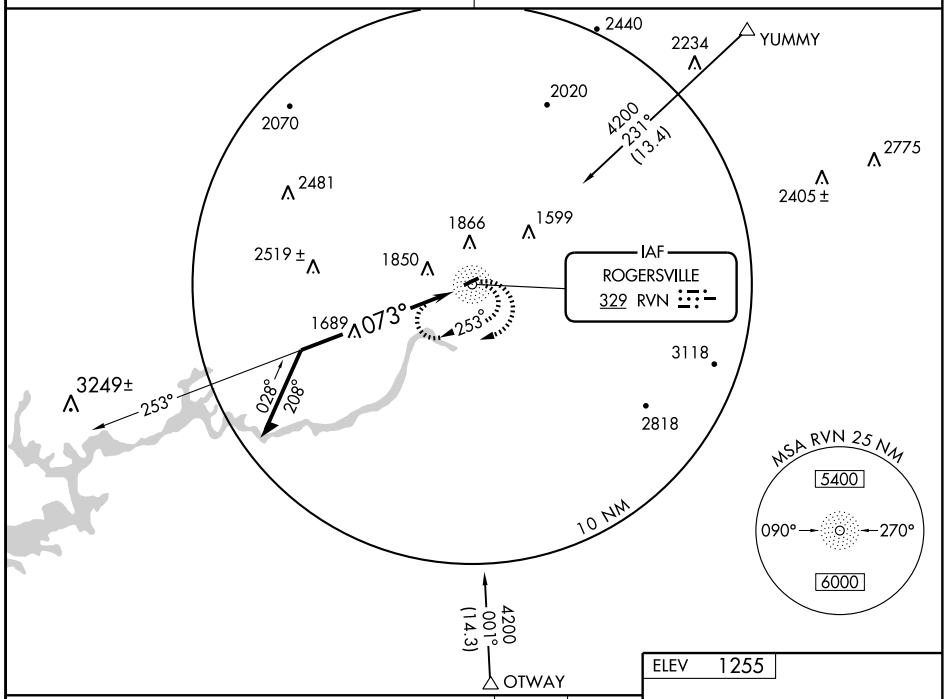
ROGERSVILLE/HAWKINS COUNTY (RVN)

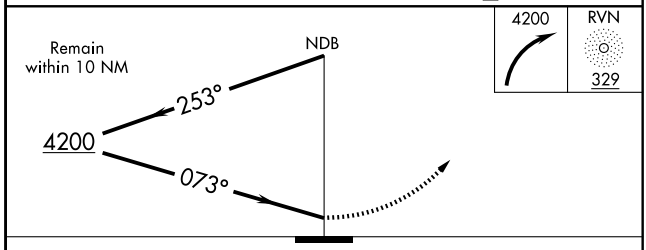
NA

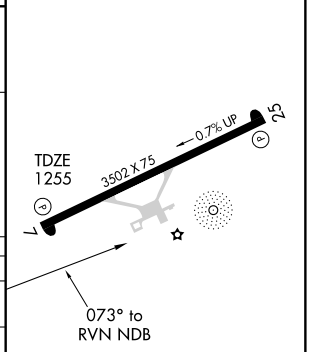
Obtain local altimeter setting on CTAF, if not received use Tri-Cities Rgnl altimeter setting.
Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 4200 in RVN NDB holding pattern.

TRI CITY APP CON ★	UNICOM
119.25 317.5	122.8 (CTAF)







CATEGORY	A	B	C	D
S-7	2880-1¼ 1625 (1700-1¼)	2880-1½ 1625 (1700-1½)	2880-3 1625 (1700-3)	NA
CIRCLING	2880-1¼ 1625 (1700-1¼)	2880-1½ 1625 (1700-1½)	2880-3 1625 (1700-3)	NA
TRI-CITIES RGNL ALTIMETER SETTING MINIMUMS				
S-7	2980-1¼ 1725 (1800-1¼)	2980-1½ 1725 (1800-1½)	2980-3 1725 (1800-3)	NA
CIRCLING	2980-1¼ 1725 (1800-1¼)	2980-1½ 1725 (1800-1½)	2980-3 1725 (1800-3)	NA

MIRL Rwy 7-25
REIL Rwys 7 and 25

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 58212 W01A	APP CRS 009°	Rwy ldg 5000 TDZE 473 Apt Elev 473

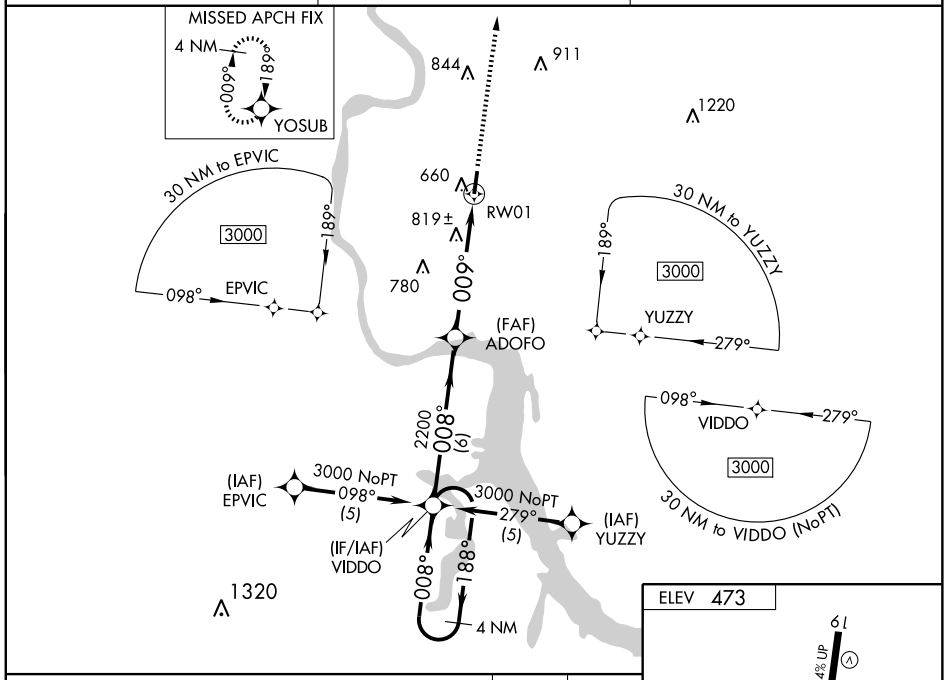
RNAV (GPS) RWY 1
SAVANNAH-HARDIN COUNTY (SNH)

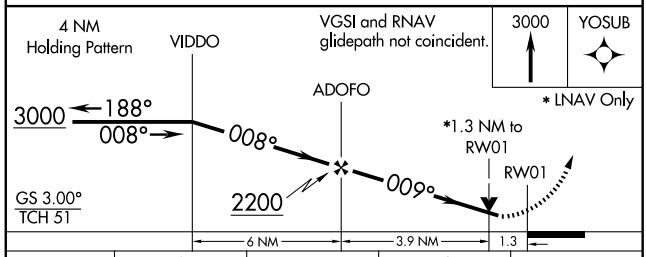
▼ ▲ NA

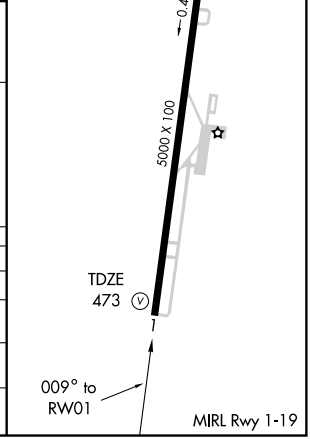
Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV and LNAV/VNAV all Cats. visibility ½ mile, LNAV Cat. C visibility ¼ mile, Circling Cat. B visibility ¼ mile and Circling Cat. C visibility ½ mile. VDP NA when using Muscle Shoals altimeter setting.

MISSED APPROACH: Climb to 3000 direct YOSUB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.925	124.35 239.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	845-1¼ 372 (400-1¼)			NA
LNAV/VNAV DA	1188-2½ 715 (800-2½)			NA
LNAV MDA	1080-1 607 (700-1)		1080-1¾ 607 (700-1¾)	NA
CIRCLING	1100-1 627 (700-1)		1100-1¾ 627 (700-1¾)	NA

WAAS CH 42912 W19A	APP CRS 189°	Rwy ldg 5000 TDZE 467 Apt Elev 473

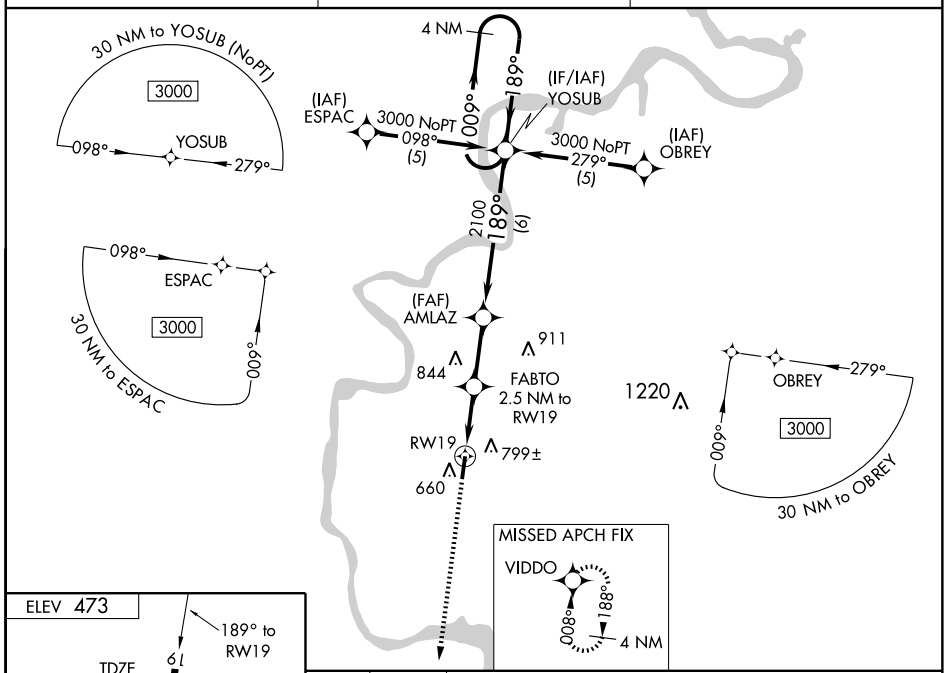
RNAV (GPS) RWY 19
SAVANNAH-HARDIN COUNTY (SNH)

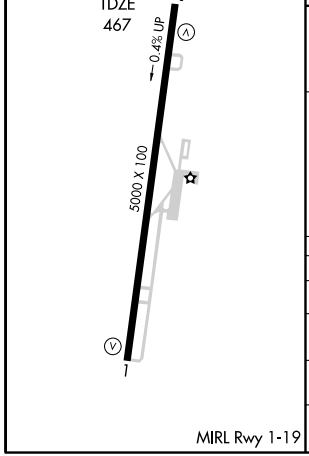
T NA

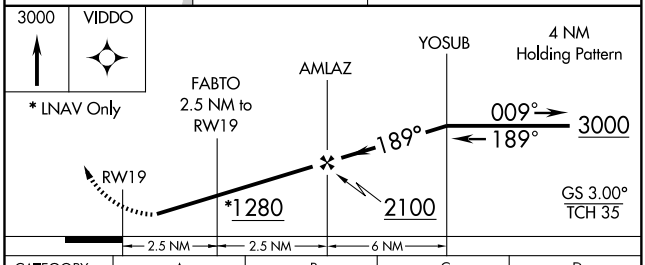
Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV visibility all Cats ½ mile, LNAV/VNAV visibility all Cats ¼ mile, LNAV Cat. C visibility ½ mile, Circling Cat. B visibility ¼ mile and Circling Cat. C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct VIDDO and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.925	124.35 239.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	873-1½ 406 (400-1½)			NA
LNAV/ VNAV DA	999-2 532 (600-1)			NA
LNAV MDA	1060-1 593 (600-1)		1060-1½ 593 (600-1½)	NA
CIRCLING	1100-1 627 (700-1)		1100-1¾ 627 (700-1¾)	NA

SE-1. 14 JAN 2010 to 11 FEB 2010

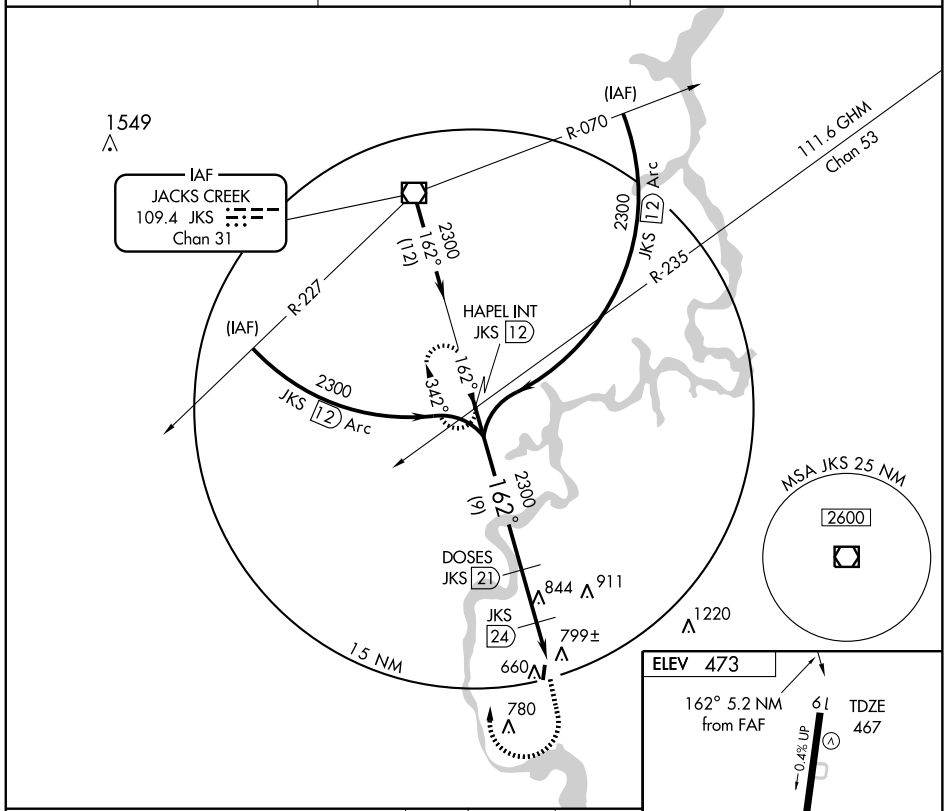
VOR/DME JKS 109.4 Chan 31	APP CRS 162°	Rwy ldg 5000 TDZE 467 Apt Elev 473

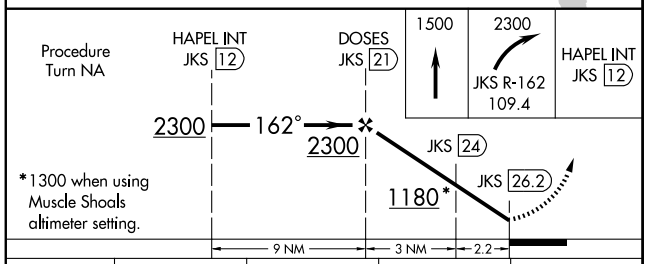
VOR/DME RWY 19
SAVANNAH-HARDIN COUNTY (SNH)

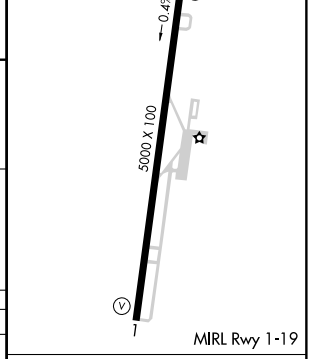
If local altimeter setting not received use Muscle Shoals altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 via JKS R-162 to HAPEL Int/JKS 12 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.925	124.35 239.3	122.8 (CTAF)







CATEGORY	A	B	C	D
S-19	1060-1 593 (600-1)		1060-1½ 593 (600-1½)	1060-1¾ 593 (600-1¾)
CIRCLING	1120-1 647 (700-1)		1160-2 687 (700-2)	1180-2¼ 707 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

WAAS CH 40408 W17A	APP CRS 165°	Rwy ldg 5002 TDZE 607 Apt Elev 610

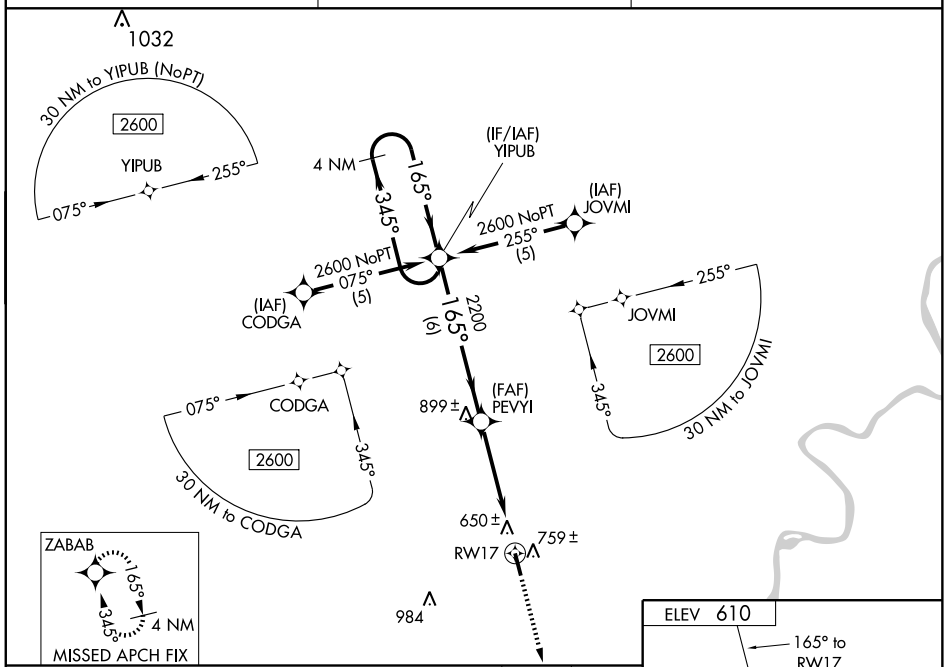
RNAV (GPS) RWY 17

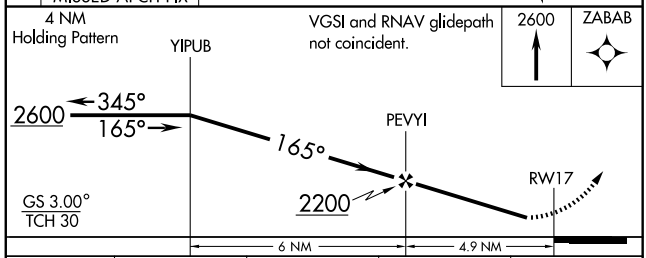
SELMER/ROBERT SIBLEY (SZY)

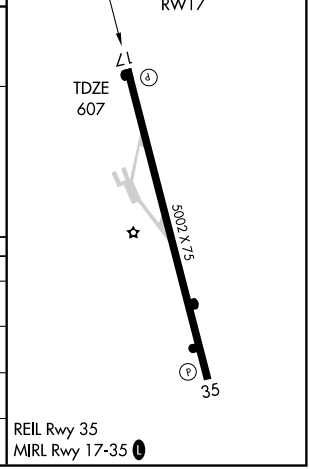
NA When local altimeter setting not received, use McKellar-Sipes Rgnl altimeter setting and increase all DA 97 feet and all MDA 100 feet, LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibilities ¼ mile, and LNAV Cat. D visibility ½ mile. Baro-VNAV NA when using McKellar-Sipes Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct ZABAB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	124.35 239.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	861-1 254 (300-1)			
LNAV/VNAV DA	1055-1¾ 448 (500-1¾)			
LNAV MDA	1020-1 413 (500-1)		1020-1¼ 413 (500-1¼)	
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)

REIL Rwy 35
MIRL Rwy 17-35 L

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 86608 W35A	APP CRS 345°	Rwy ldg 5002 TDZE 610 Apt Elev 610

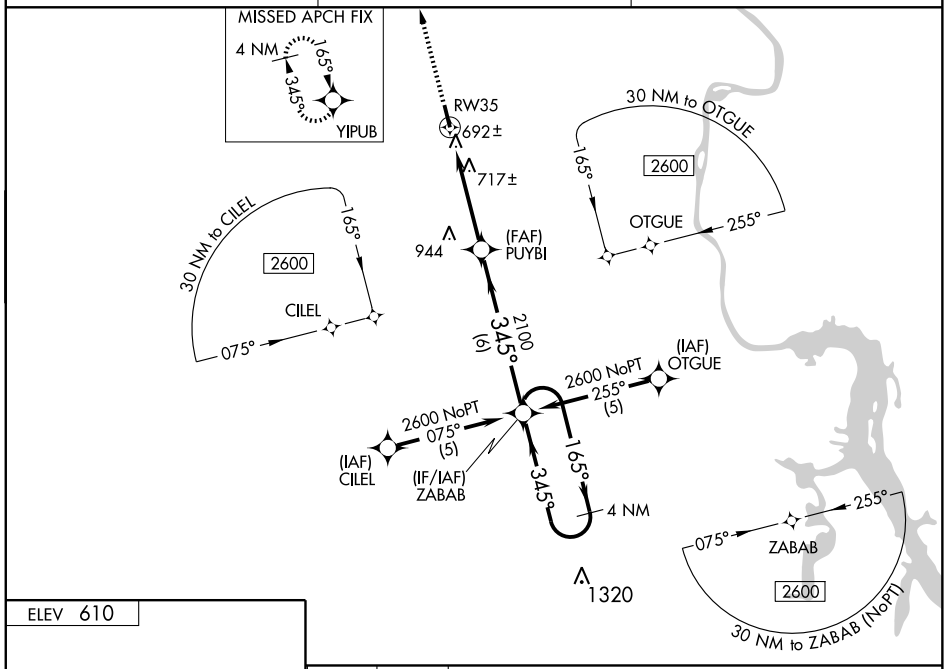
RNAV (GPS) RWY 35

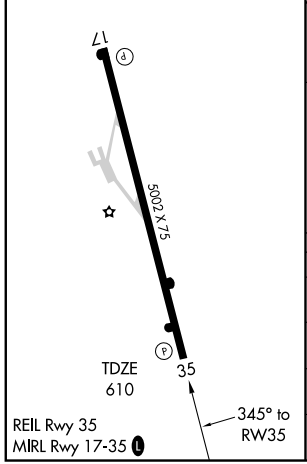
SELMER/ROBERT SIBLEY (SZY)

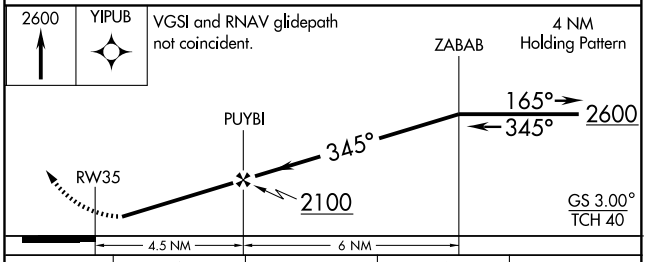
When local altimeter setting not received, use McKellar-Sipes Rgnl altimeter setting and increase all DA 97 feet and all MDA 100 feet, LPV all Cats. and LNAV Cats. C and D visibilities ¼ mile, and LNAV/VNAV all Cats. visibility ½ mile. Baro-VNAV NA when using McKellar-Sipes Rgnl altimeter setting. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct YIPUB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	124.35 239.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	944-1¼ 334 (400-1¼)			
LNAV/VNAV DA	986-1¼ 376 (400-1¼)			
LNAV MDA	980-1 370 (400-1)			980-1¼ 370 (400-1¼)
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)

SE-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME JKS 109.4 Chan 31	APP CRS 194°	Rwy ldg N/A TDZE N/A Apt Elev 610

VOR/DME-A

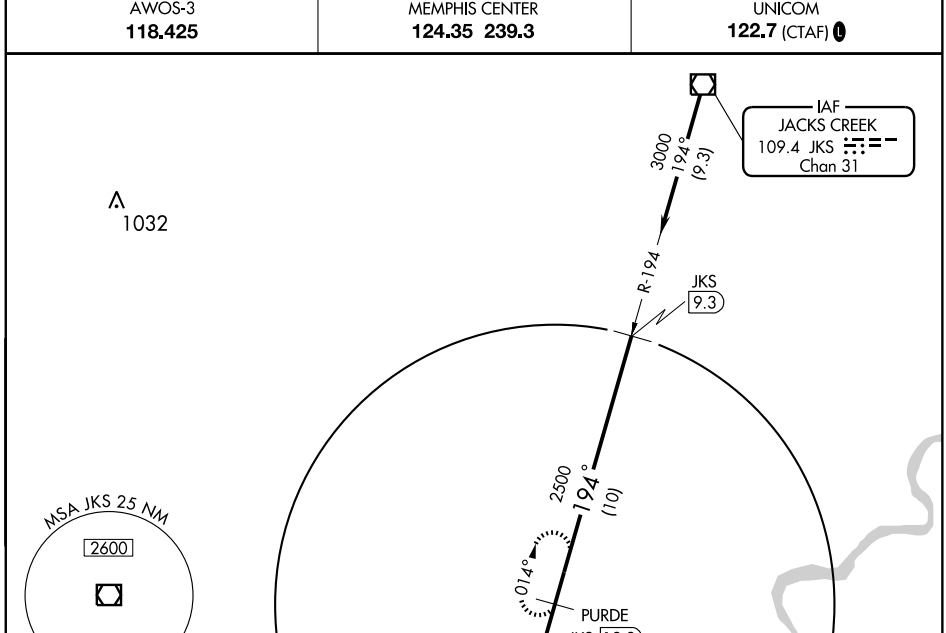
SELMER/ROBERT SIBLEY (SZY)

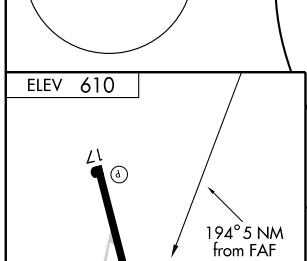
NA

Obtain local altimeter setting on CTAF; when not received, use Jackson altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via JKS R-194 to PURDE/19.3 DME and hold.

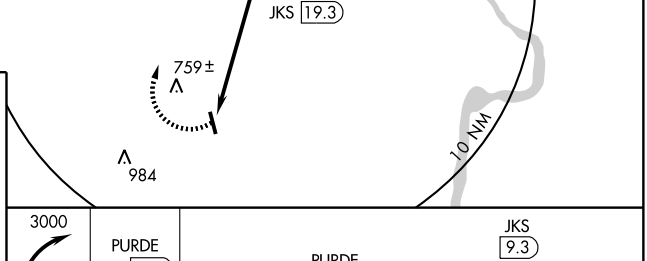
AWOS-3	MEMPHIS CENTER	UNICOM
118.425	124.35 239.3	122.7 (CTAF) L





REIL Rwy 35
MIRL Rwy 17-35 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
CIRCLING	1060-1 450 (500-1)	1080-1¼ 470 (500-1¼)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)
JACKSON ALTIMETER SETTING MINIMUMS				
CIRCLING	1160-1 550 (600-1)	1180-1¼ 570 (600-1¼)	1180-1½ 570 (600-1½)	1180-2 570 (600-2)

WAAS CH **99510** **W10A**	APP CRS **102°**	Rwy ldg **5506** TDZE **1014** Apt Elev **1014**

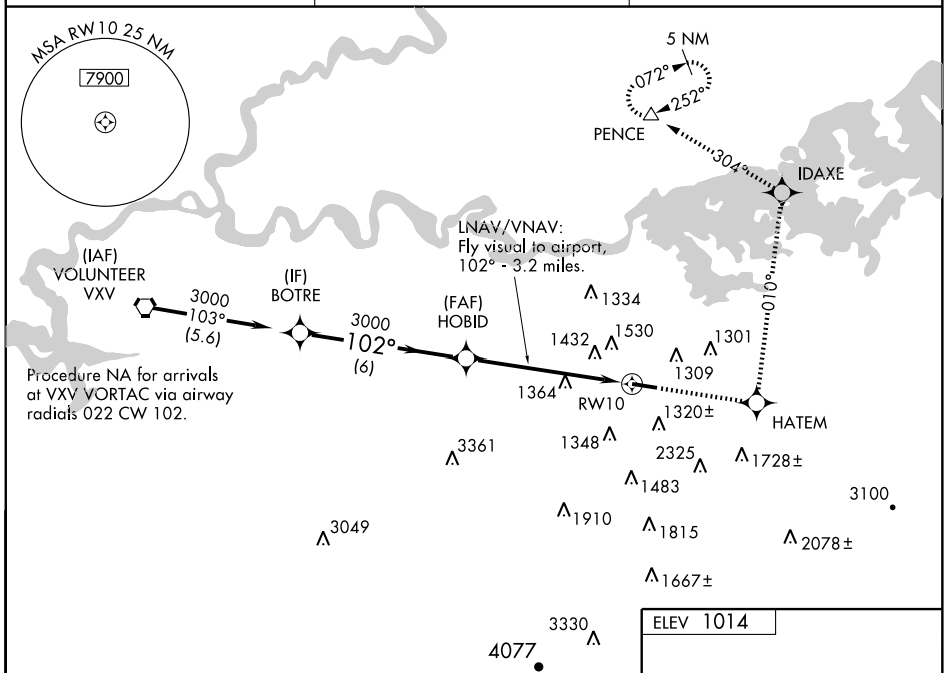
RNAV (GPS) RWY 10

SEVIERVILLE/GATLINBURG-PIGEON FORGE (GKT)

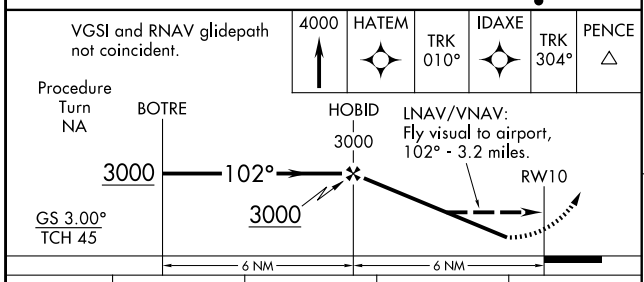
When local altimeter setting not received, use Knoxville altimeter setting and increase all DA/MDA 60 feet, LPV all Cats. visibility ¼ mile, LNAV and Circling Cats. C and D visibility ¼ mile. Baro-VNAV NA when using Knoxville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct HATEM and via 010° track to IDAXE and via 304° track to PENCE and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.875	**132.8 360.8**	**123.0** (CTAF) L



ELEV 1014



CATEGORY	A	B	C	D
LPV DA	1371-1¼ 357 (400-1¼)			
LNAV/VNAV DA	2013-2 999 (1000-2)		2013-3 999 (1000-3)	
LNAV MDA	1800-1 786 (800-1)	1800-1¼ 786 (800-1¼)	1800-2¼ 786 (800-2¼)	1800-2½ 786 (800-2½)
CIRCLING	1800-1 786 (800-1)	1880-1¼ 866 (900-1¼)	1880-2½ 866 (900-2½)	1880-2¾ 866 (900-2¾)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

SE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC VXV	APP CRS	Rwy ldg	5506
116.4	102°	TDZE	1014
Chan 111		Apt Elev	1014

VOR/DME RWY 10

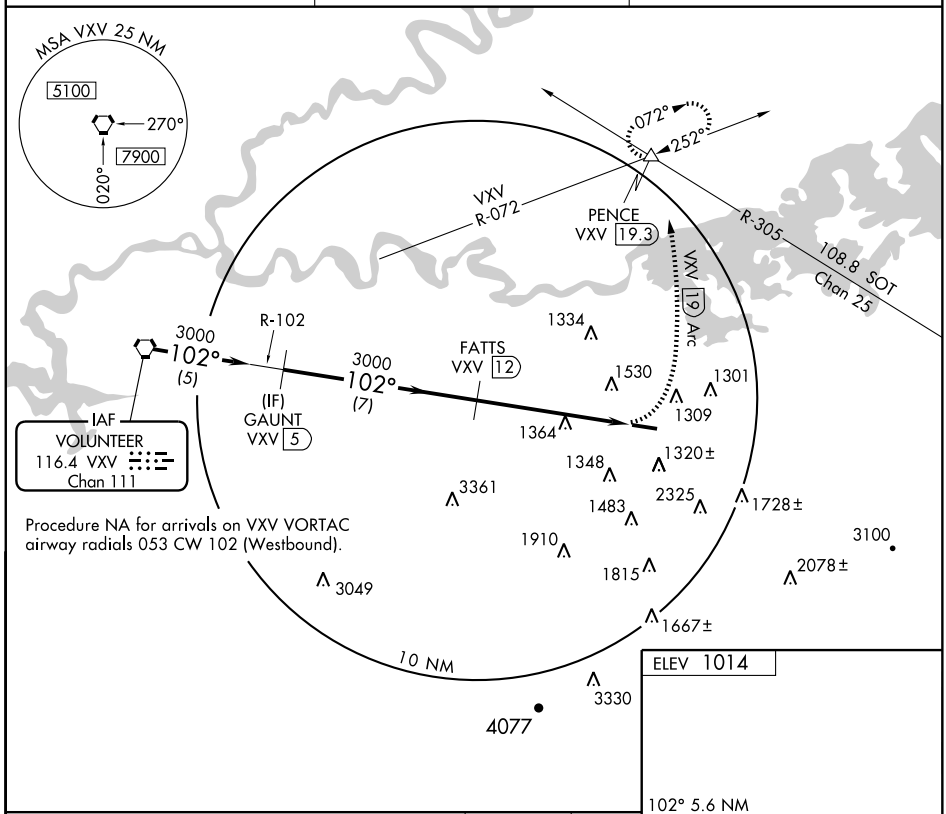
SEVIERVILLE/GATLINBURG-PIGEON FORGE (GKT)

When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 60 feet and Cats. A, C and D visibilities ¼ mile. Visibility reduction by helicopters NA.

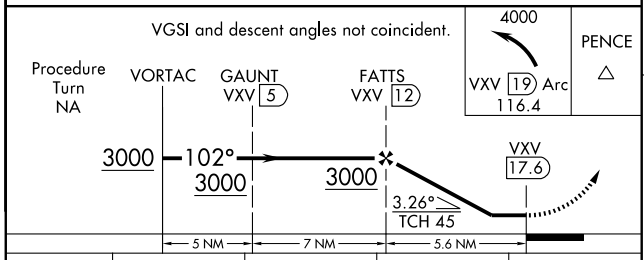
NA

MISSED APPROACH: Climbing left turn to 4000 via VXV 19 DME Arc to PENCE Int and hold.

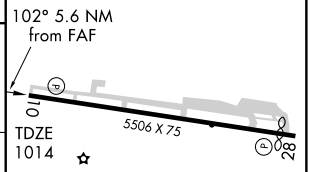
AWOS-3	KNOXVILLE APP CON	UNICOM
126.875	132.8 360.8	123.0 (CTAF) L



Procedure NA for arrivals on VXV VORTAC airway radials 053 CW 102 (Westbound).



ELEV 1014



CATEGORY	A	B	C	D
S-10	1840-1 826 (900-1)	1840-1¼ 826 (900-1¼)	1840-2½ 826 (900-2½)	1840-2¾ 826 (900-2¾)
CIRCLING	1840-1 826 (900-1)	1880-1¼ 866 (900-1¼)	1880-2½ 866 (900-2½)	1880-2¾ 866 (900-2¾)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 50407 W18A	APP CRS 180°	Rwy ldg 5503 TDZE 800 Apt Elev 801

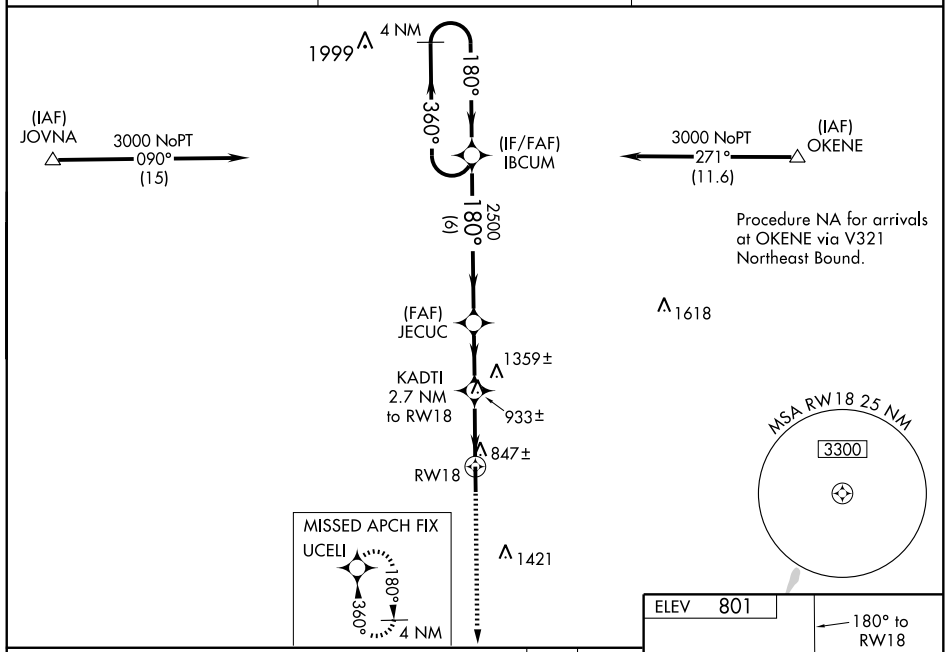
RNAV (GPS) RWY 18

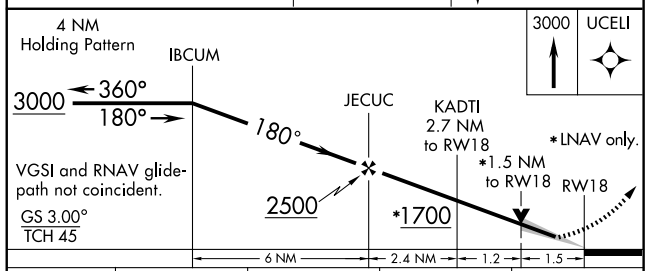
SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)

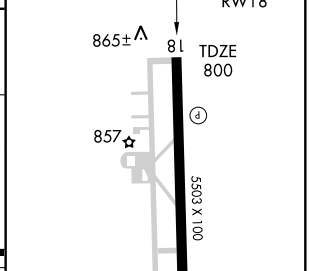
When local altimeter setting not received, use Tullohoma altimeter setting and increase LPV DA to 1123, LNAV/VNAV DA to 1389, all MDA 80 feet, increase LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. C and D visibility ¼ mile. Baro-VNAV NA when using Tullohoma altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47° C (116° F). DME/DME RNP-0.3 NA. VDP NA when using Tullohoma altimeter setting.

MISSED APPROACH: Climb to 3000 direct UCELI and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	126.75 353.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1050-¾ 250 (300-¾)			
LNAV/VNAV DA	1316-1¾ 516 (600-1¾)			
LNAV MDA	1280-1 480 (500-1)		1280-1¼ 480 (500-1¼)	1280-1½ 480 (500-1½)
CIRCLING	1280-1 479 (500-1)	1420-1 619 (700-1)	1420-1¾ 619 (700-1¾)	1440-2 639 (700-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5503
015°	TDZE	801
	Apt Elev	801

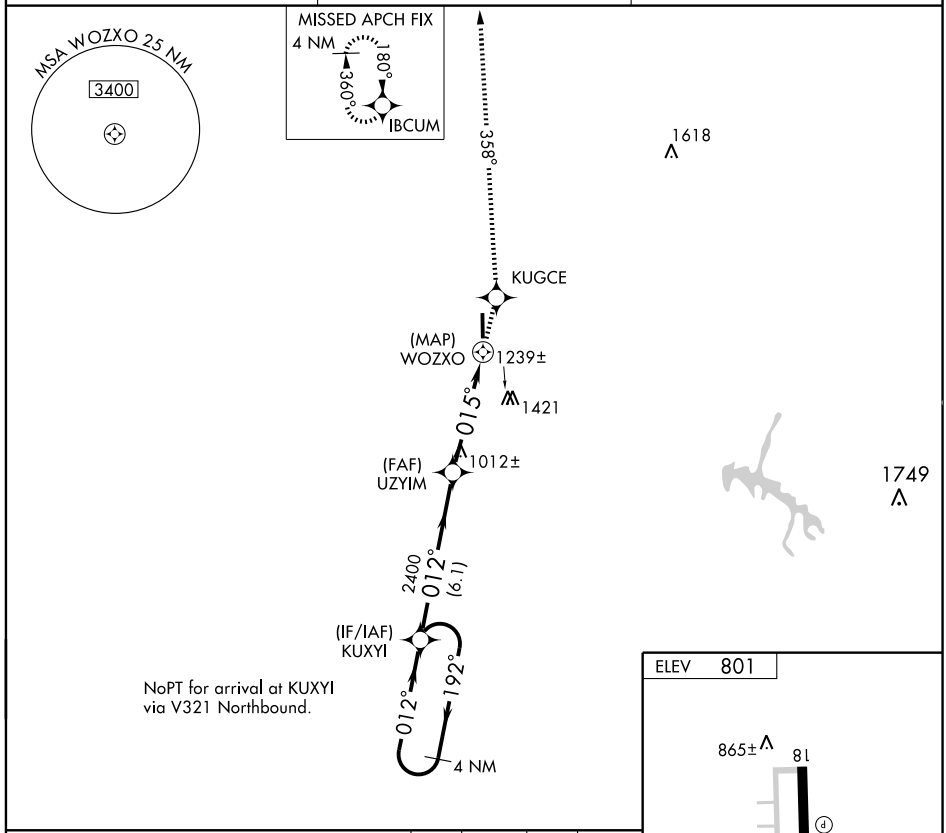
RNAV (GPS) Y RWY 36

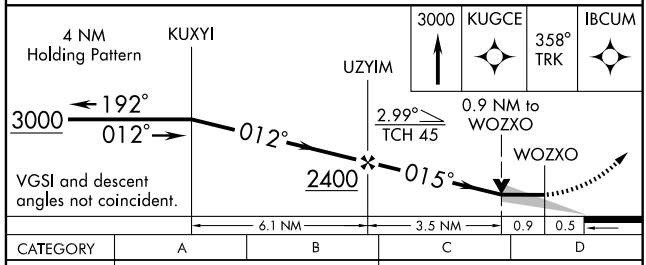
SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)

When local altimeter setting not received, use Tullohama altimeter setting and increase all MDA 80 feet, and increase LNAV Cat. C/D visibility and Circling Cat. C/D visibility ¼ mile. DME/DME RNP-0.3 NA.

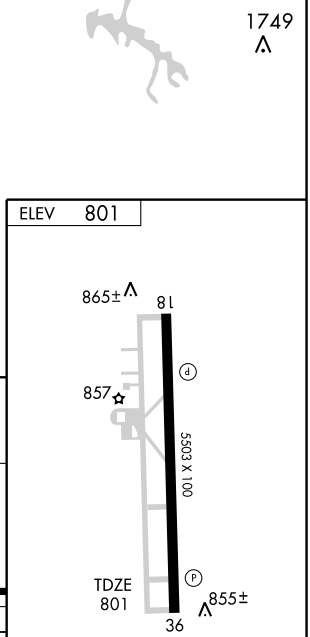
MISSED APPROACH: Climb to 3000 direct KUGCE and via 358° track to IBCUM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	126.75 353.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1260-1 459 (500-1)		1260-1¼ 459 (500-1¼)	
CIRCLING	1260-1 459 (500-1)	1420-1 619 (700-1)	1420-1¾ 619 (700-1¾)	1440-2 639 (700-2)



SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 97607 W36A	APP CRS 360°	Rwy ldg 5503 TDZE 801 Apt Elev 801

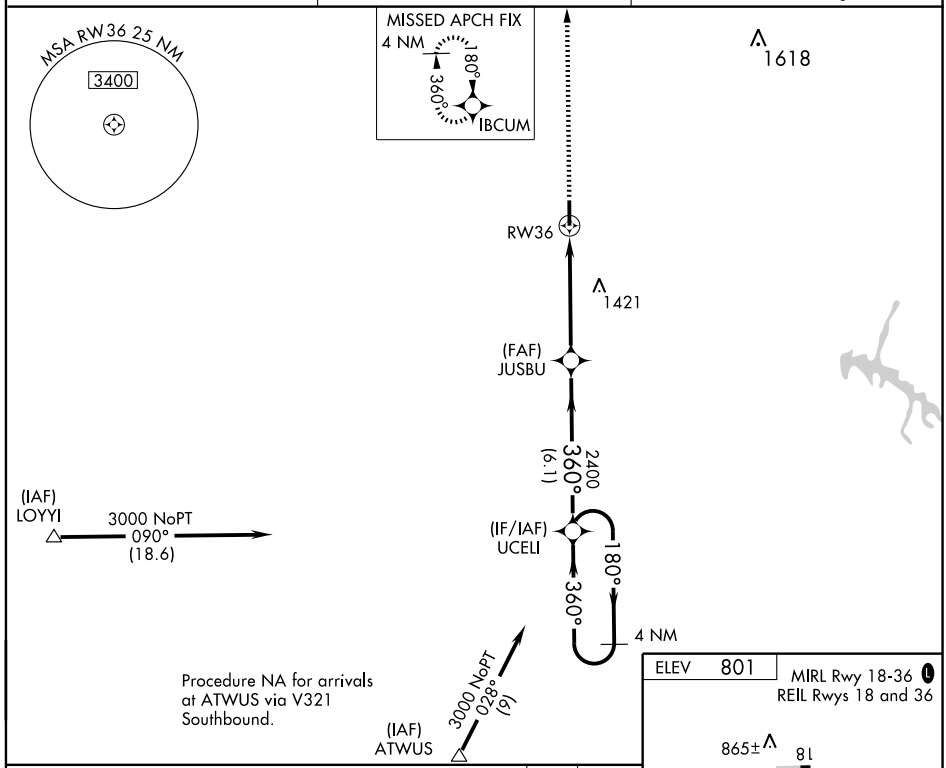
RNAV (GPS) Z RWY 36

SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)

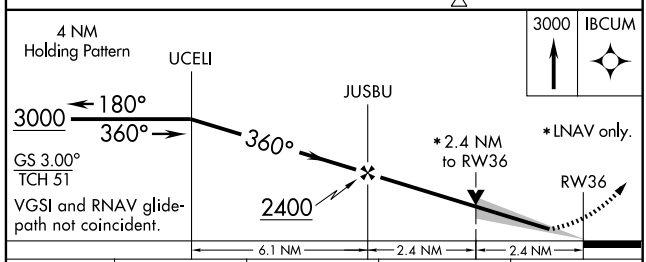
When local altimeter setting not received, use Tullohoma altimeter setting and increase LPV DA to 1124, all MDA 80 feet, increase LPV all Cats. visibility ½ mile, LNAV and Circling Cat. C and D visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Tullohoma altimeter setting.

MISSED APPROACH: Climb to 3000 direct IBCUM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	126.75 353.5	122.8 (CTAF) L



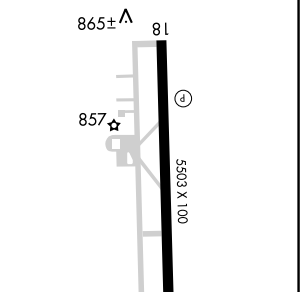
Procedure NA for arrivals at ATWUS via V321 Southbound.



CATEGORY	A	B	C	D
LPV DA	1051-¾ 250 (300-¾)			
LNAV MDA	1580-1 779 (800-1)	1580-1¼ 779 (800-1¼)	1580-2¼ 779 (800-2¼)	1580-2½ 779 (800-2½)
CIRCLING	1580-1 779 (800-1)	1580-1¼ 779 (800-1¼)	1580-2¼ 779 (800-2¼)	1580-2½ 779 (800-2½)

ELEV 801

MIRL Rwy 18-36 L
REIL Rwys 18 and 36



VOR/DME SYI 109.0 Chan 27	APP CRS 160°	Rwy ldg 5503 TDZE 799 Apt Elev 800

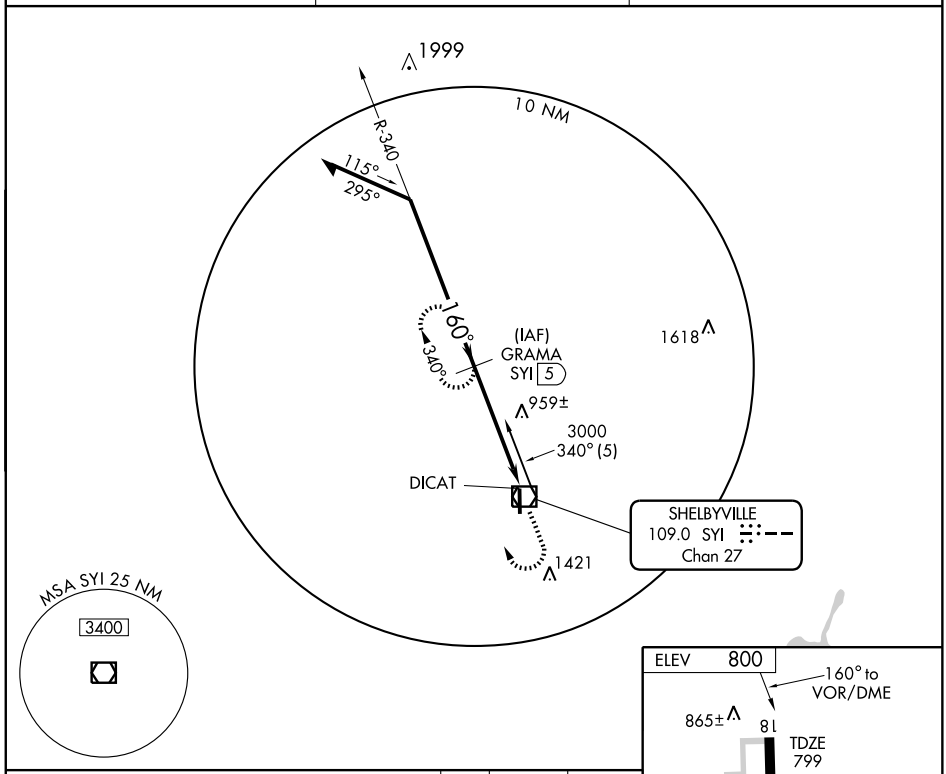
VOR/DME RWY 18

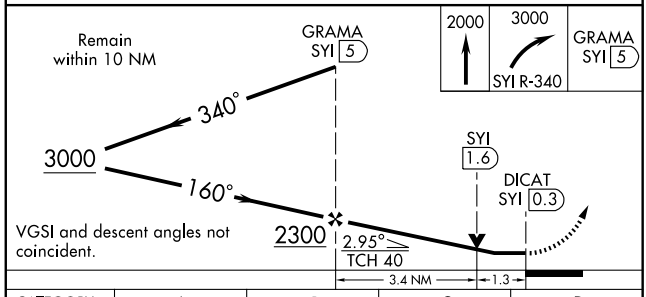
SHELBYVILLE/BOMAR FIELD-SHELBYVILLE MUNI (SYI)

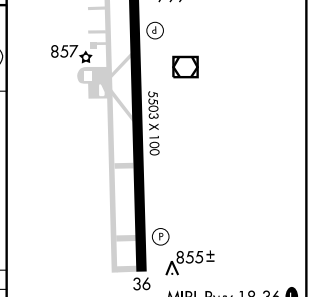
T NA If local altimeter setting not received, use Nashville Intl altimter setting and increase all MDAs 120 feet, and increase Cat C visibility ¼ mile, Cat D ½ mile. VDP NA when using Nashville Intl altimter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SYI R-340 to GRAMA/5 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	126.75 353.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1220-1 421 (500-1)		1220-1¼ 421 (500-1¼)	
CIRCLING	1260-1 460 (500-1)	1420-1 620 (700-1)	1420-1¾ 620 (700-1¾)	1440-2 640 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME SYI	APP CRS	Rwy ldg 5503
109.0	152°	TDZE 799
Chan 27		Apt Elev 800

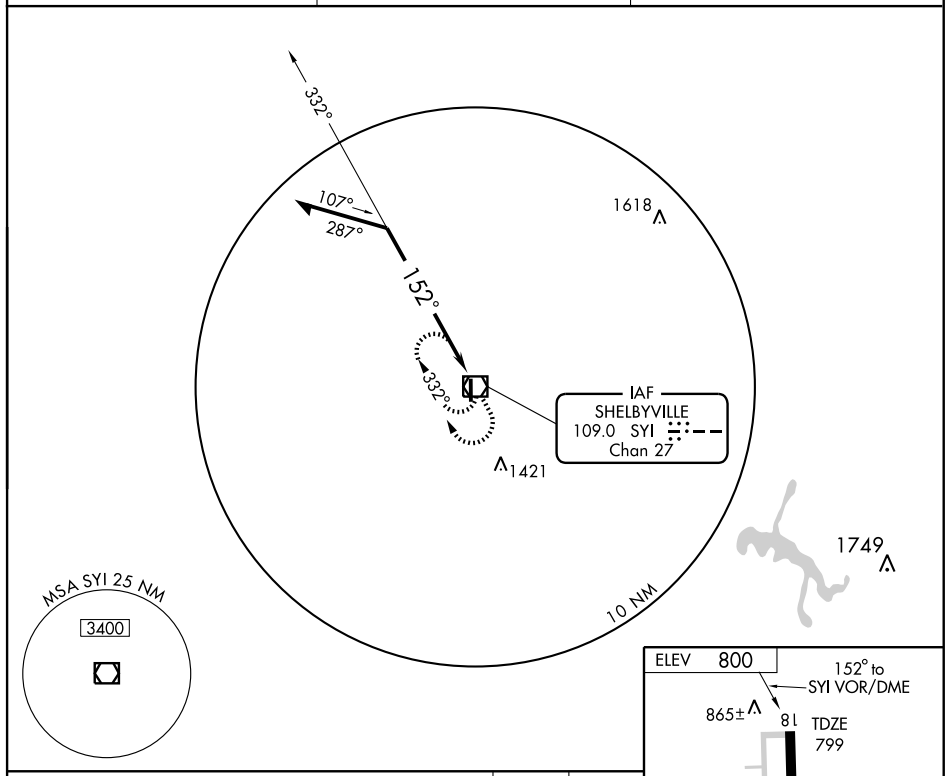
VOR RWY 18

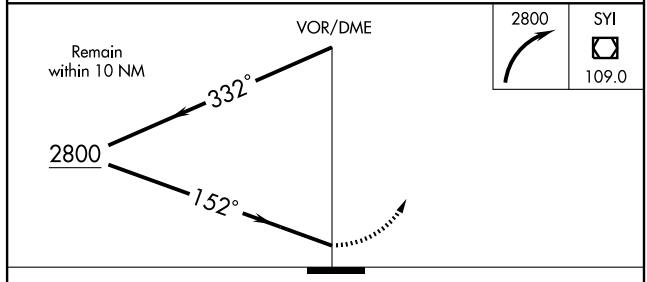
SHELBYVILLE/BOMAR FIELD-SHELBYVILLE MUNI (SYI)

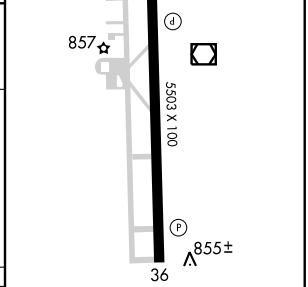
T
A NA

MISSED APPROACH: Climbing right turn to 2800 in SYI VOR/DME holding pattern.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	126.75 353.5	122.8 (CTAF) L







MIRL Rwy 18-36 L
REIL Rwys 18 and 36

CATEGORY	A	B	C	D
S-18	1360-1 561 (600-1)		1360-1½ 561 (600-1½)	1360-1¾ 561 (600-1¾)
CIRCLING	1360-1 560 (600-1)	1420-1 620 (700-1)	1420-1¾ 620 (700-1¾)	1440-2 640 (700-2)

Knots	60	90	120	150	180
Min:Sec					

VOR/DME SYI	APP CRS	Rwy ldg 5503
109.0	016°	TDZE 801
Chan 27		Apt Elev 801

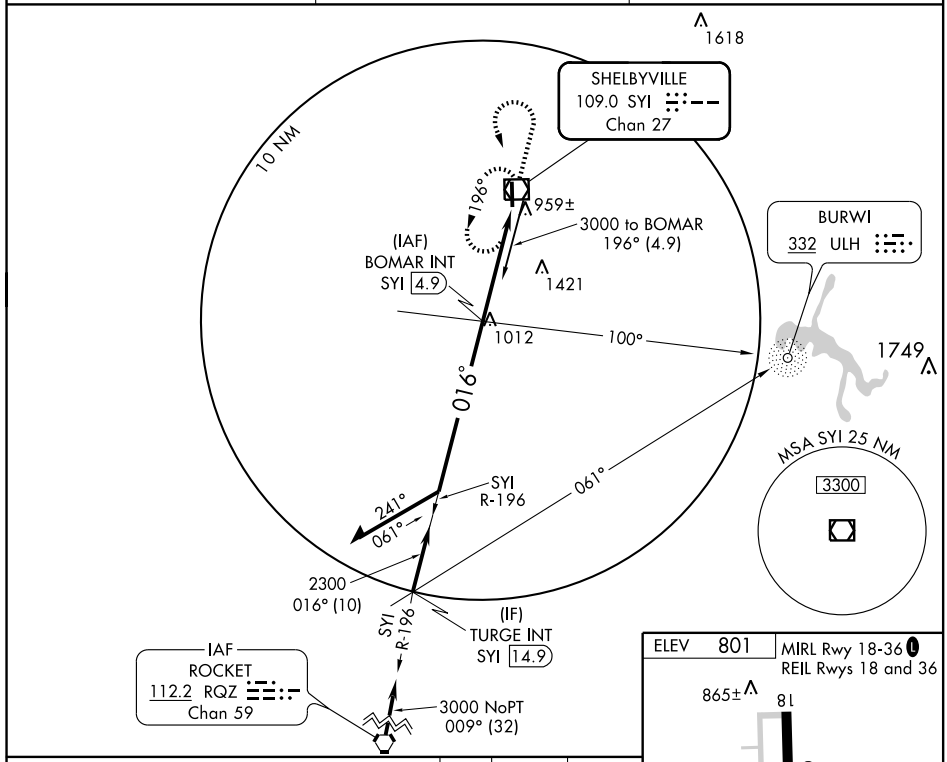
VOR RWY 36

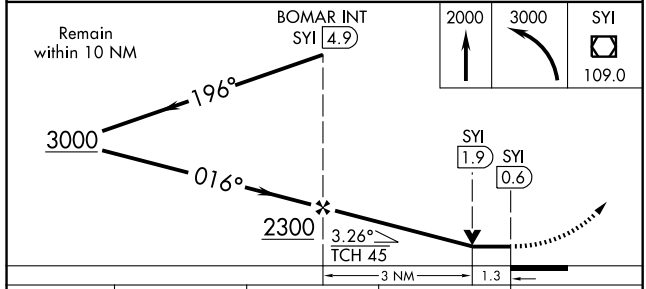
SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)

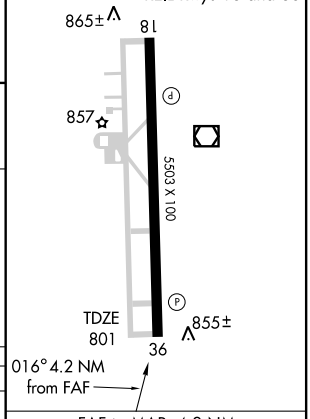
When local altimeter setting not received, use Tullohoma altimeter setting and increase all MDA 80 feet, S-36 Cat. D visibility ¼ , and Circling Cat. C and D visibility ¼ . VDP NA when using Tullohoma altimeter setting.
ADF or DME Required.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	126.75 353.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1220-1 419 (500-1)		1220-1¼ 419 (500-1¼)	
CIRCLING	1260-1 459 (500-1)	1420-1 619 (700-1)	1420-1¾ 619 (700-1¾)	1440-2 639 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3957
062°	TDZE	1080
	Apt Elev	1084

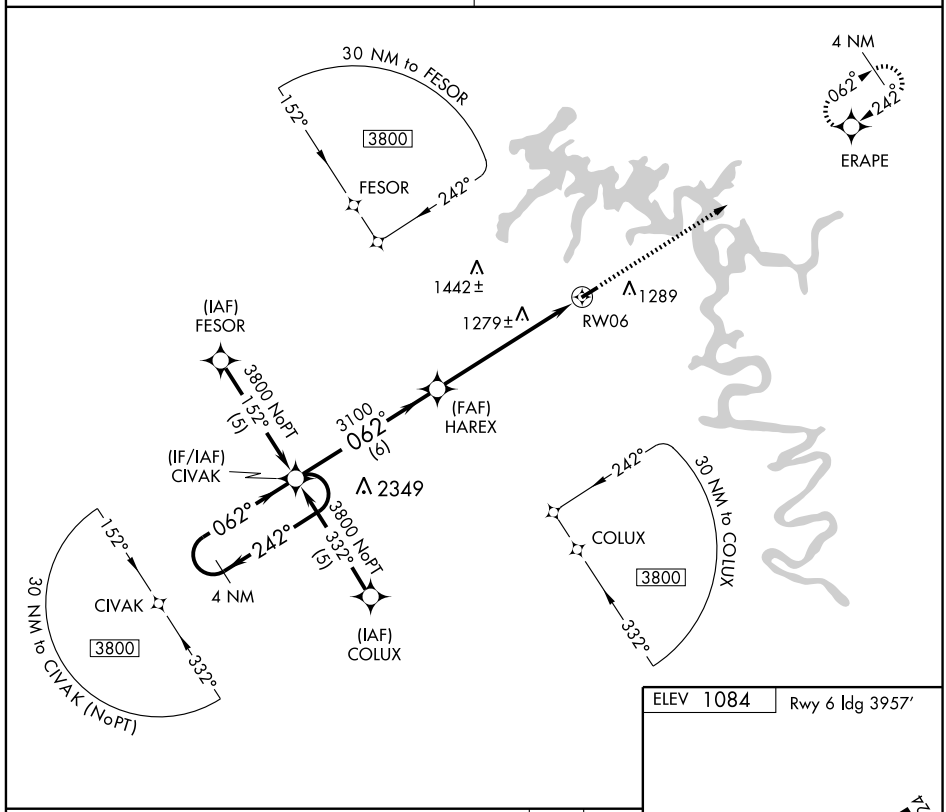
RNAV (GPS) RWY 6
SMITHVILLE MUNI (ØA3)

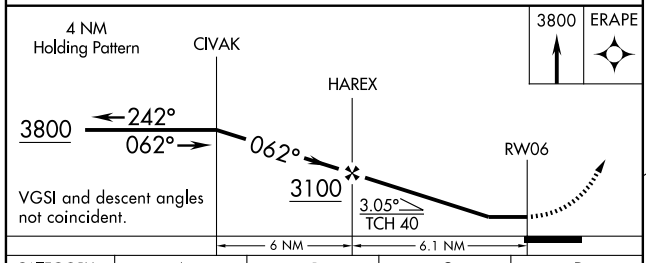
NA

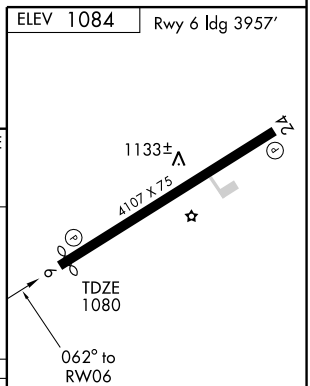
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Use Sparta altimeter setting; when not received, use McMinnville altimeter setting and increase all MDAs 20 feet and LNAV and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3800 direct ERAPE and hold.

MEMPHIS CENTER	UNICOM
132.1 263.1	**122.8** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1580-1 500 (500-1)		1580-1¼ 500 (500-1¼)	NA
CIRCLING	1680-1 596 (600-1)		1680-1½ 596 (600-1½)	NA

REIL Rwys 6 and 24
MIRL Rwy 6-24

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4107
242°	TDZE	1084
	Apt Elev	1084

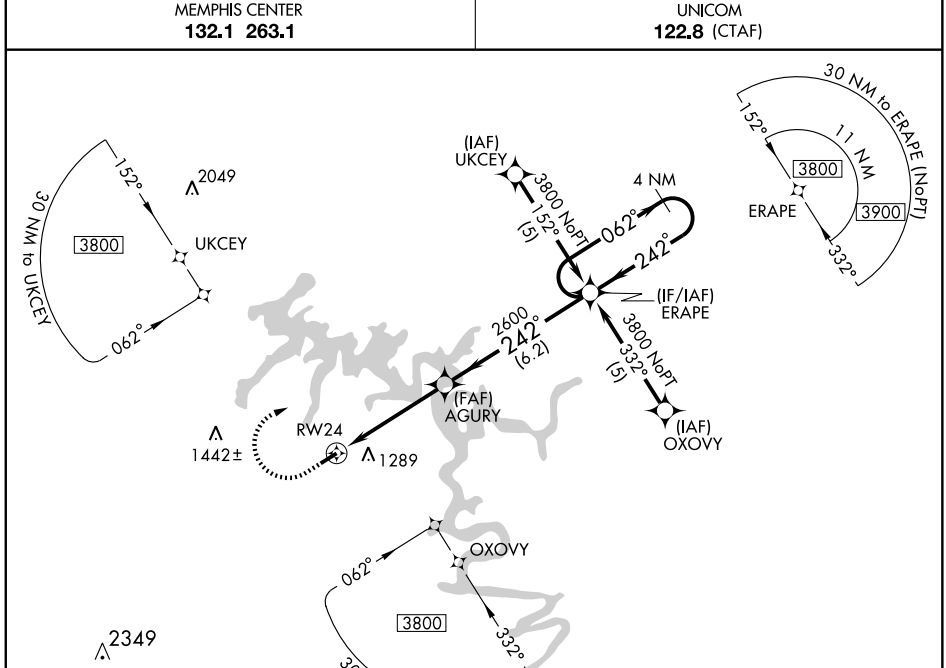
RNAV (GPS) RWY 24
SMITHVILLE MUNI (ØA3)

NA

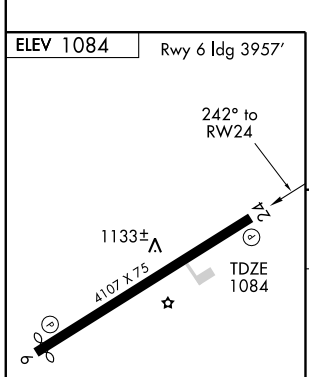
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Use Sparta altimeter setting; when not received, use McMinnville altimeter setting and increase all MDAs 20 feet and Circling Cat. C visibility ¼ mile.

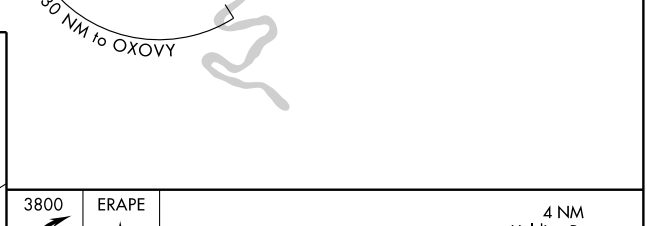
MISSED APPROACH:
Climbing right turn to 3800 direct ERAPE and hold.

MEMPHIS CENTER	UNICOM
132.1 263.1	122.8 (CTAF)



ELEV 1084 Rwy 6 ldg 3957′





CATEGORY	A	B	C	D
LNAV MDA	1560-1 476 (500-1)		1560-1¼ 476 (500-1¼)	NA
CIRCLING	1680-1 596 (600-1)		1680-1½ 596 (600-1½)	NA

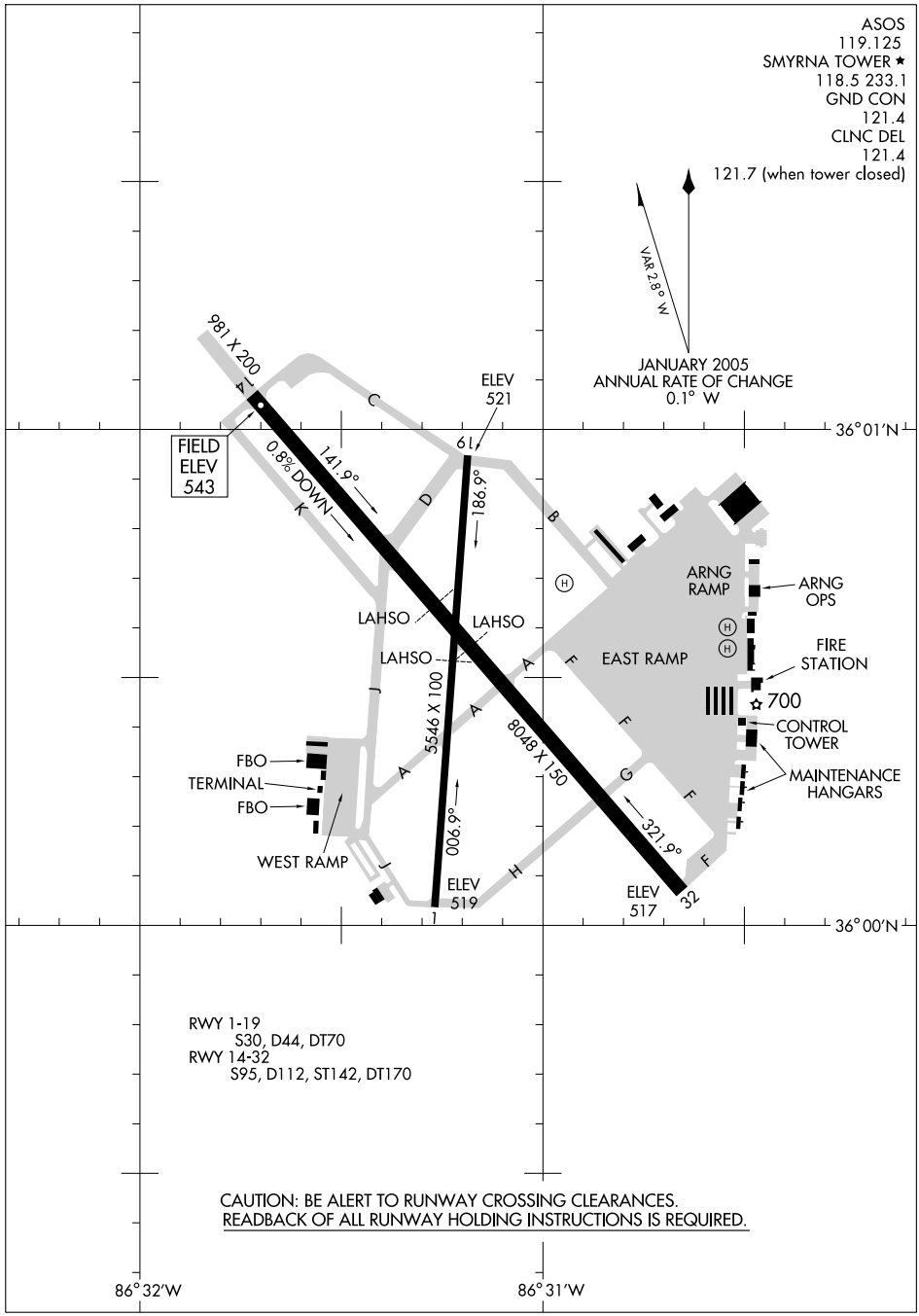
MIRL Rwy 6-24
REIL Rwys 6 and 24

SE-1. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

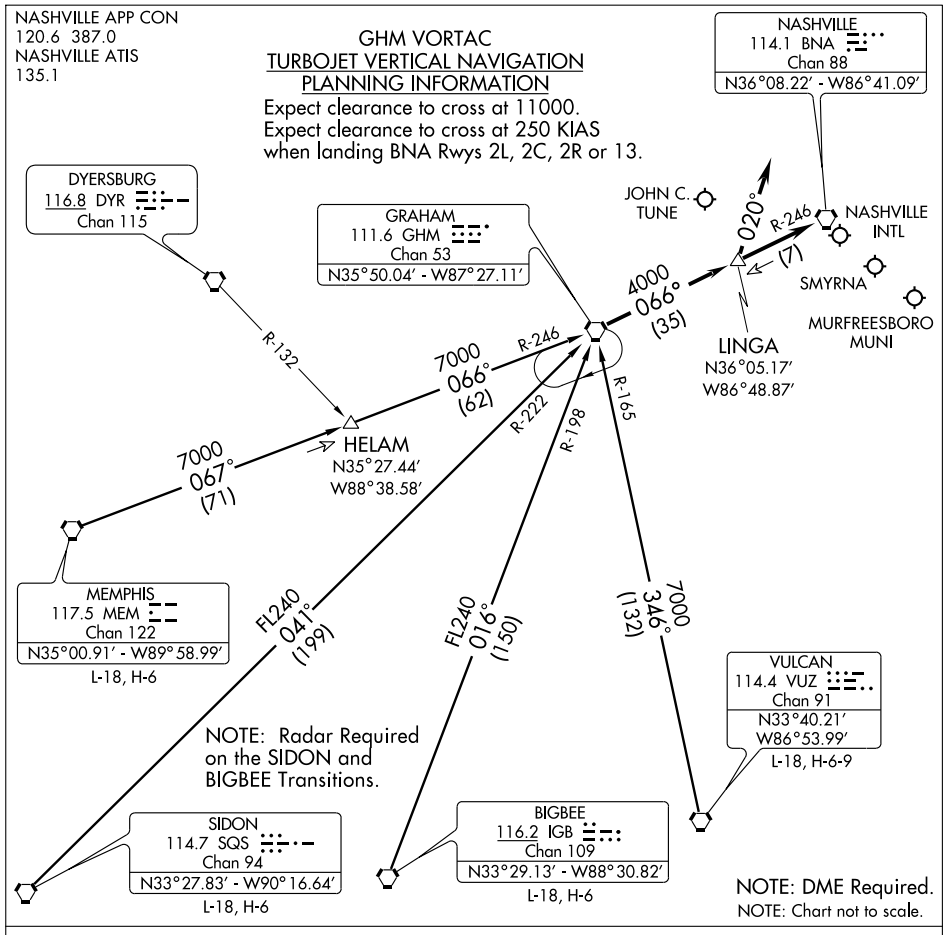
AL-895 (FAA)

SMYRNA (MQY)
SMYRNA, TENNESSEE



GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE



BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . . .

SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . . .

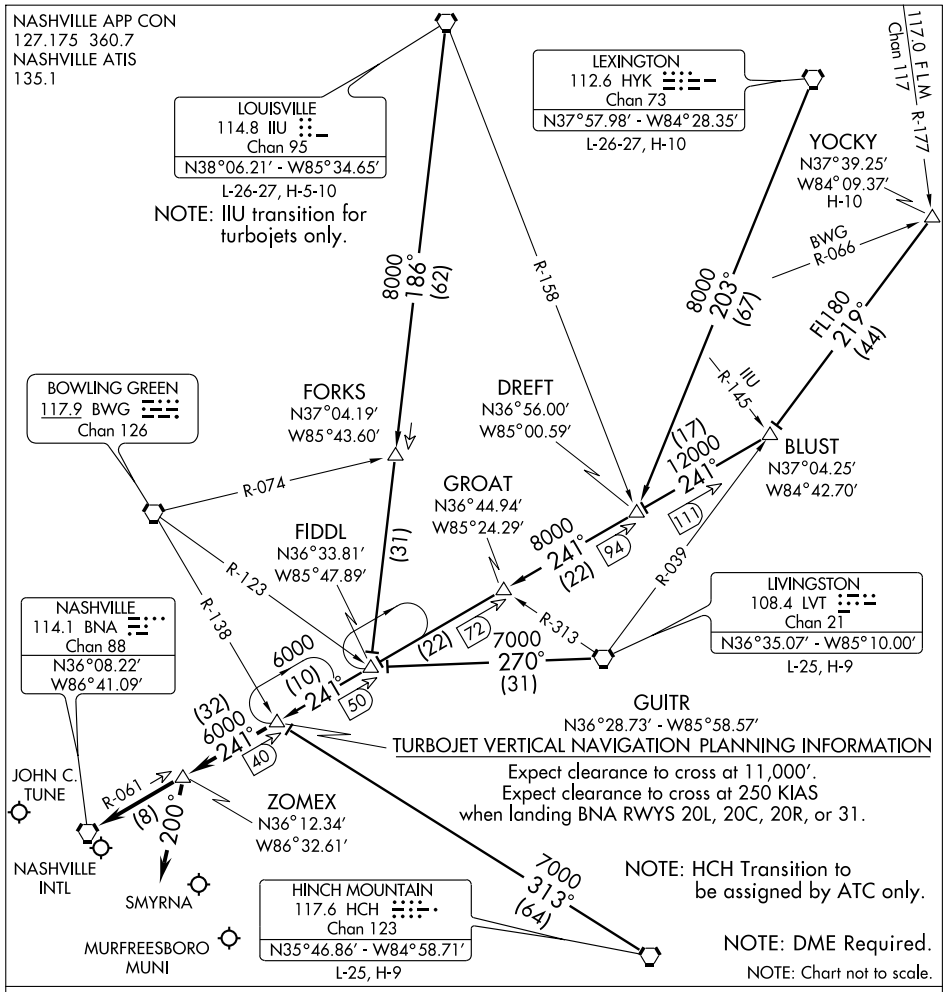
VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

SE-1, 14 JAN 2010 to 11 FEB 2010

GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . . .

LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.GUITR4): From over IIU VORTAC via IIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

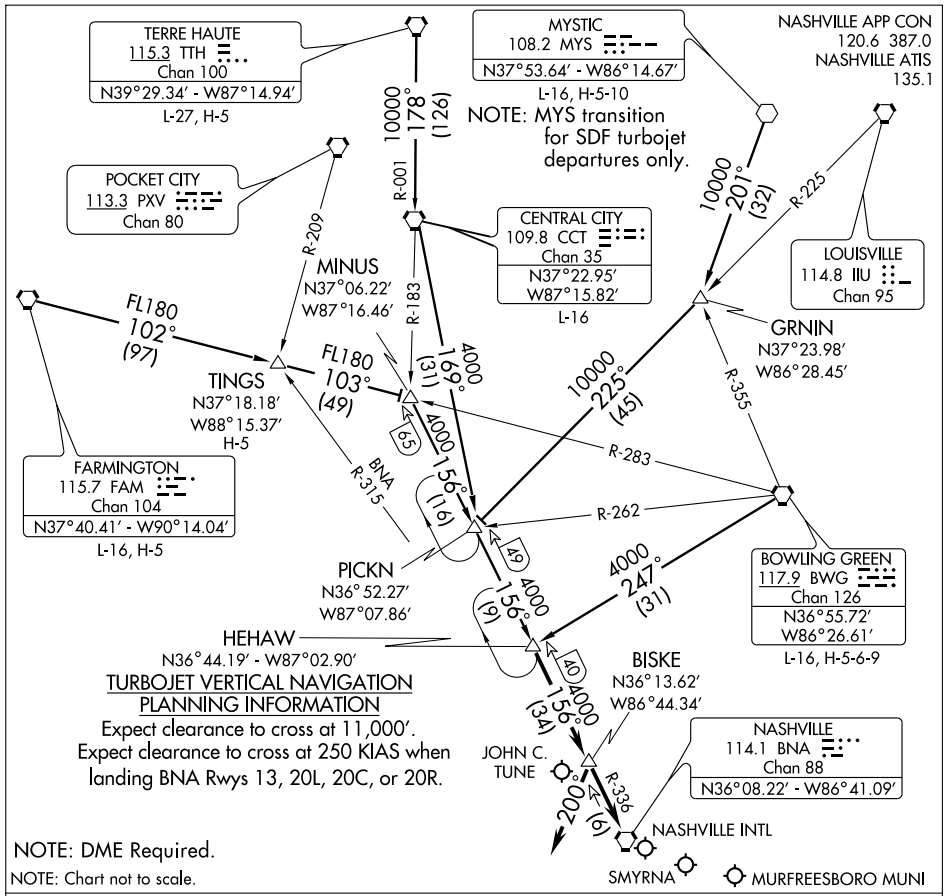
YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. NON-TURBINE; all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

SE-1, 14 JAN 2010 to 11 FEB 2010

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via IIU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. NON-TURBINE;
ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

LOC I-MQY	APP CRS	Rwy ldg	8048
111.1	321°	TDZE	517
		Apt Elev	543

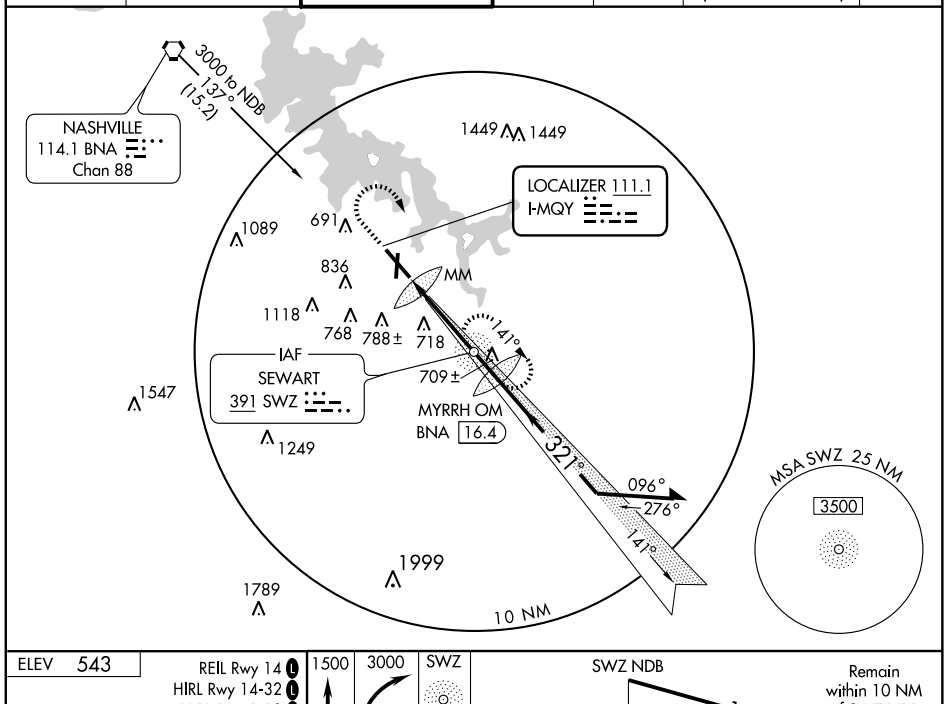
ILS RWY 32
SMYRNA (MQY)

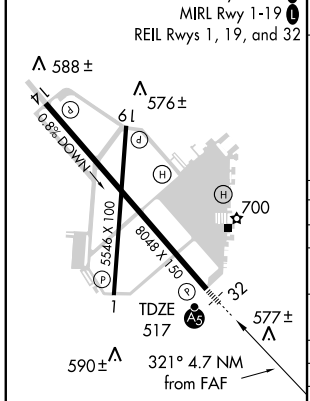
Obtain local altimeter setting on CTAF; when not received use Nashville altimeter setting.
ADF REQUIRED

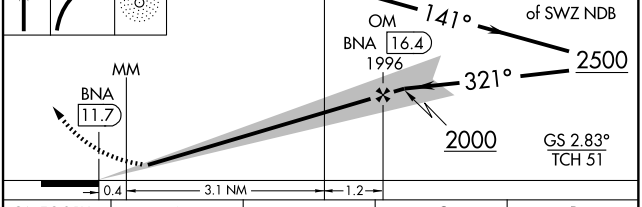
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct SWZ NDB and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-ILS 32	717-½ 200 (200-½)			
S-LOC 32	960-½ 443 (500-½)		960-¾ 443 (500-¾)	960-1 443 (500-1)
CIRCLING	1080-1 537 (600-1)		1120-1½ 577 (600-1½)	1160-2 617 (700-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-ILS 32	816-½ 299 (300-½)			
S-LOC 32	1060-½ 543 (600-½)		1060-1 543 (600-1)	1060-1¼ 543 (600-1¼)
CIRCLING	1180-1 637 (700-1)		1220-2 677 (700-2)	1260-2¼ 717 (800-2¼)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-1. 14 JAN 2010 to 11 FEB 2010

NDB SWZ	APP CRS	Rwy ldg	8048
391	321°	TDZE	517
		Apt Elev	543

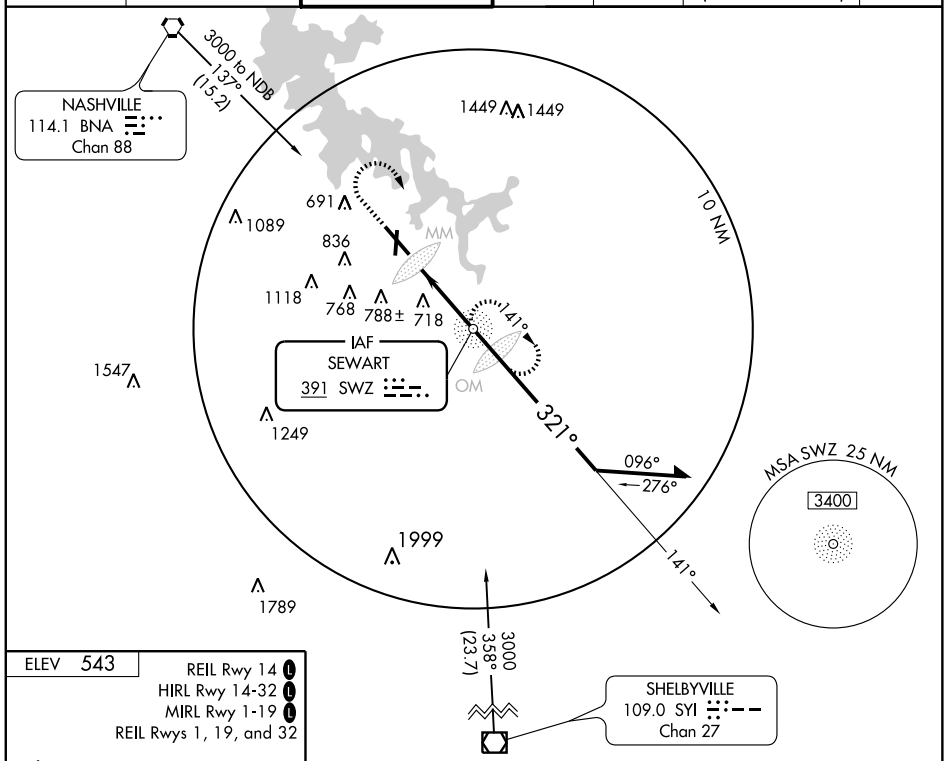
NDB RWY 32
SMYRNA (MQY)

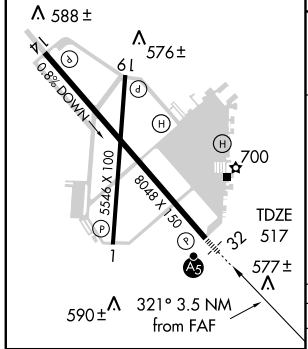
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet, and increase Circling Cat C visibility ¼ mile.

MALSR

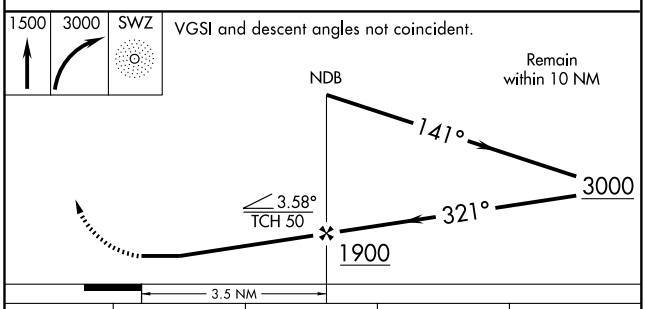
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct SWZ NDB and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When tower closed)	122.95





FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-32	1020-¾ 503 (500-¾)		1020-1 503 (500-1)	NA
CIRCLING	1080-1 537 (600-1)		1120-1½ 577 (600-1½)	NA

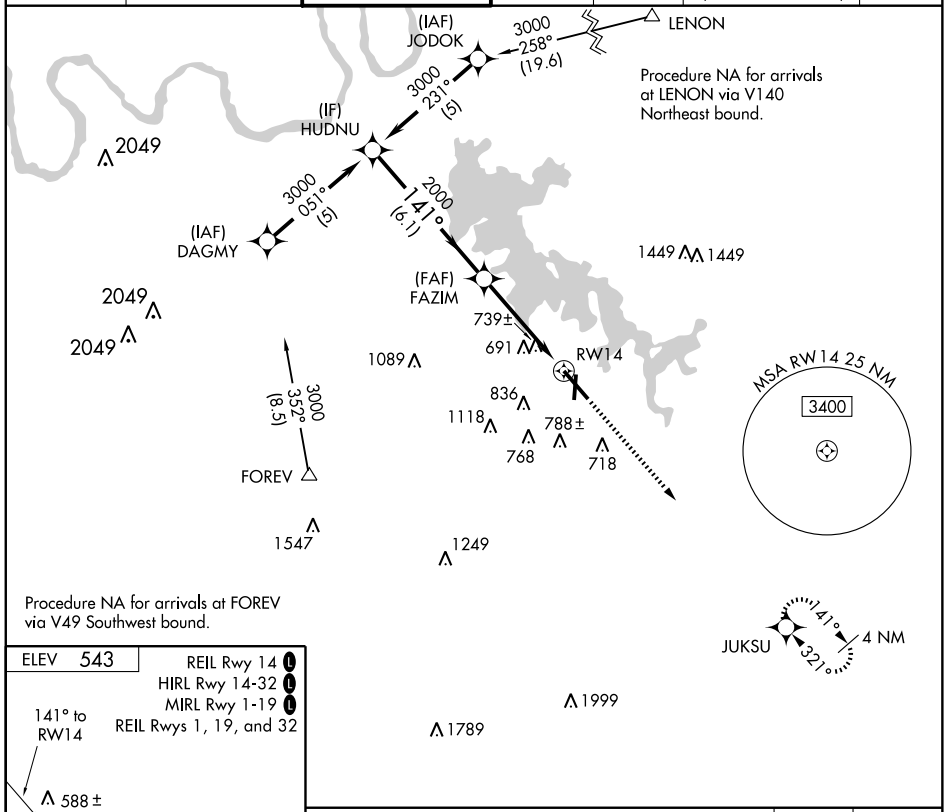
APP CRS	Rwy ldg	8048
141°	TDZE	543
	Apt Elev	543

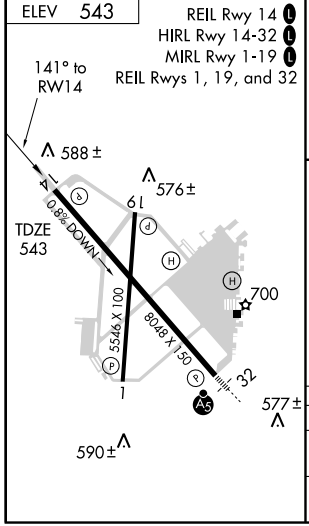
RNAV (GPS) RWY 14
SMYRNA (MQY)

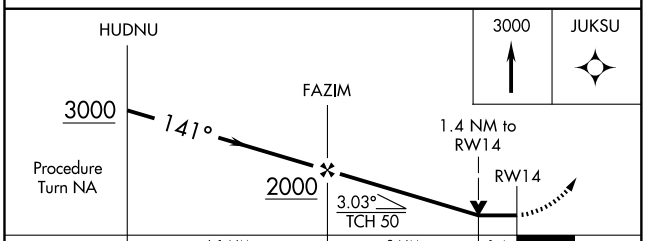
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet; increase LNAV Cat C and D visibilites ¼ mile and Circling Cat C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct JUKSU and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When tower closed)	122.95







CATEGORY	A	B	C	D
LNAV MDA	1040-1 497 (500-1)		1040-1¼ 497 (500-1¼)	1040-1½ 497 (500-1½)
CIRCLING	1080-1 537 (600-1)		1120-1½ 577 (600-1½)	1160-2 617 (700-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 93512 W32A	APP CRS 321°	Rwy ldg 8048 TDZE 517 Apt Elev 543

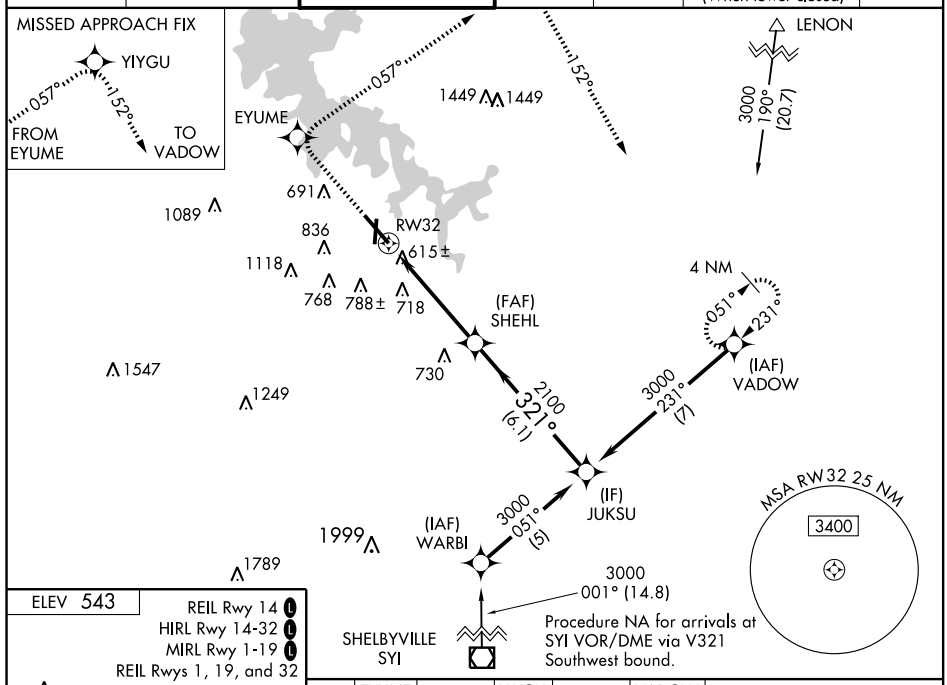
RNAV (GPS) RWY 32
SMYRNA (MQY)

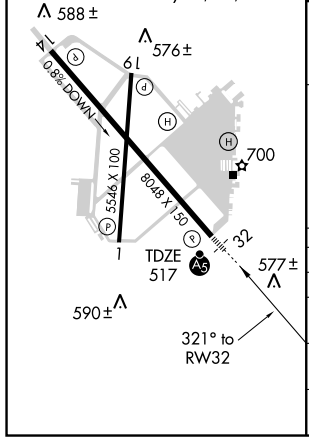
For inoperative MALSR, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA to 872 feet, LNAV/VNAV DA to 1047 feet, and all MDA 40 feet; increase LPV visibility ¼ mile all Cats, and Circling visibility Cat C ¼ mile. For inoperative MALSR when using Nashville Intl altimeter setting, increase LPV visibility to 1¼ mile all Cats.

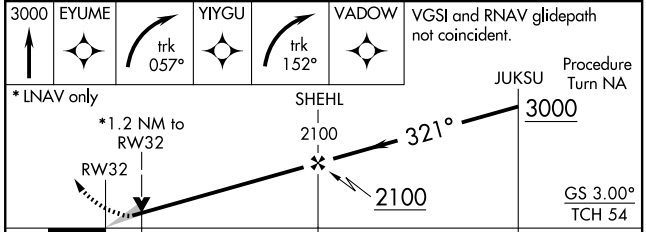
MALSR A5

MISSED APPROACH: Climb to 3000 direct EYUME and right turn via 057° track to YIYGU and right turn via 152° track to VADOW and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER *	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When tower closed)	122.95







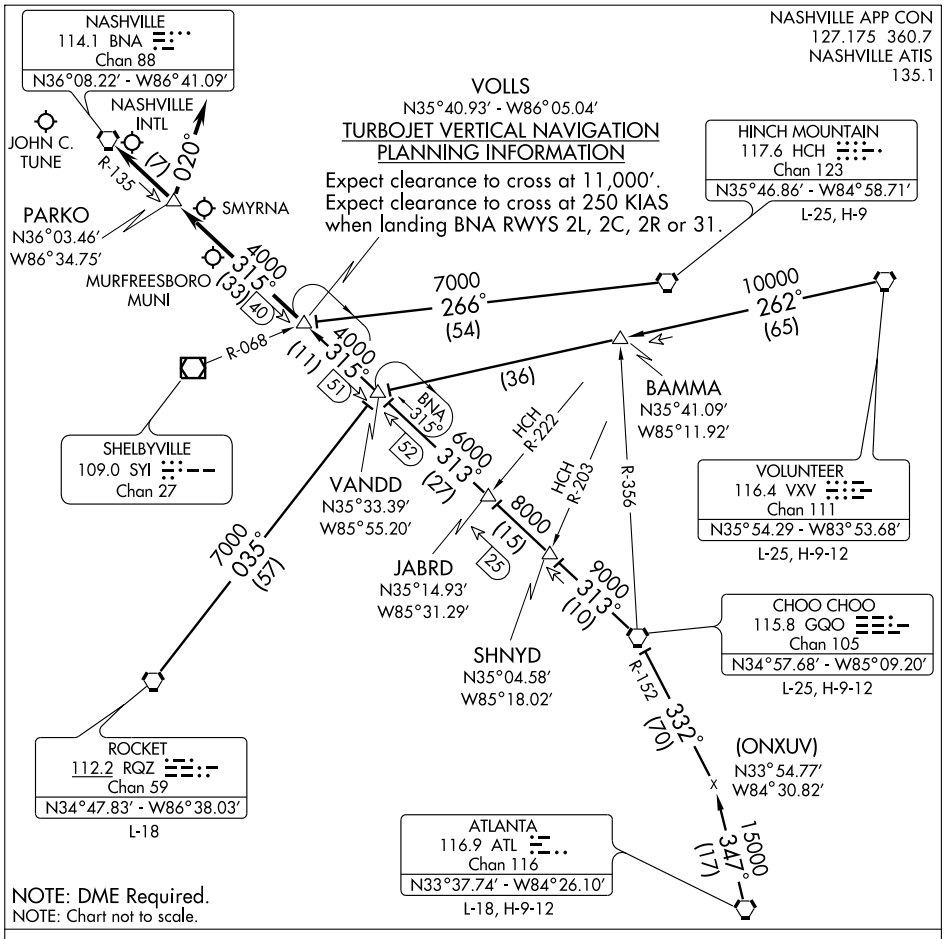
CATEGORY	A	B	C	D
LPV DA	840-½ 323 (400-½)			
LNAV/VNAV DA	1015-1¼ 498 (500-1¼)			
LNAV MDA	960-½ 443 (500-½)		960-¾ 443 (500-¾)	960-1 443 (500-1)
CIRCLING	1080-1 537 (600-1)		1120-1½ 577 (600-1½)	1160-2 617 (700-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)

ST-282 (FAA)

NASHVILLE, TENNESSEE



ATLANTA TRANSITION (ATL.VOLLS7): From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .
CHOO CHOO TRANSITION (GQO.VOLLS7): From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .
HINCH MOUNTAIN TRANSITION (HCH.VOLLS7): From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . . .
ROCKET TRANSITION (RQZ.VOLLS7): From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.VOLLS7): From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. LANDING SOUTH: From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. NON-TURBINE; all runways: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

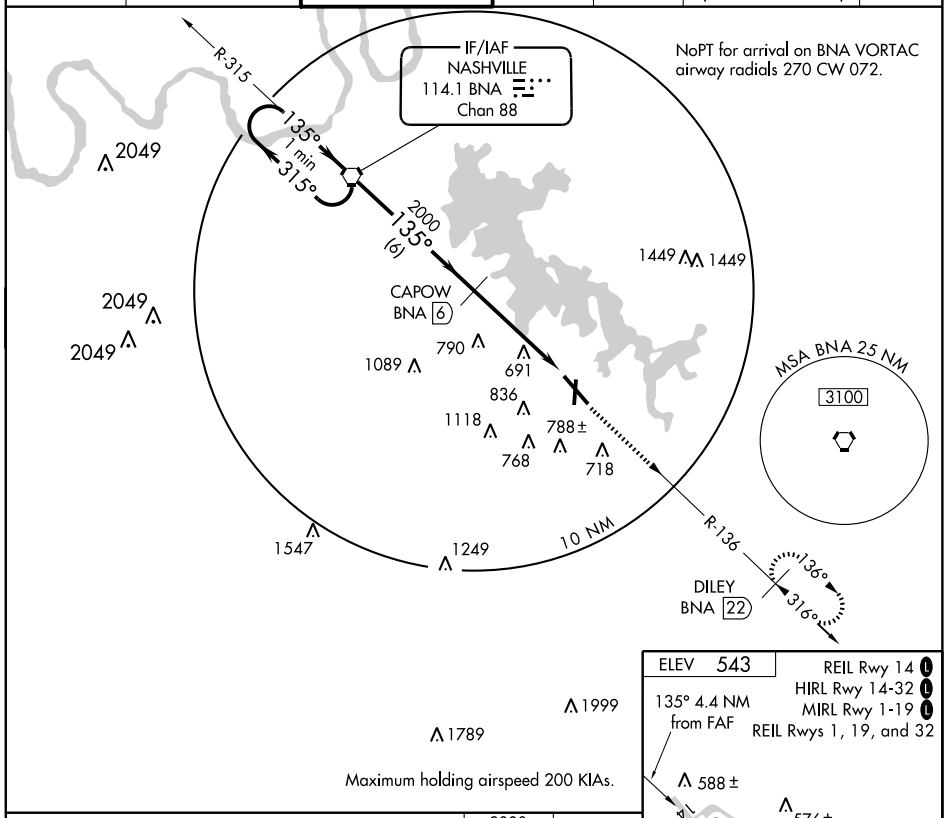
VORTAC BNA 114.1 Chan 88	APP CRS 135°	Rwy ldg 8048 TDZE 543 Apt Elev 543

VOR/DME RWY 14
SMYRNA (MQY)

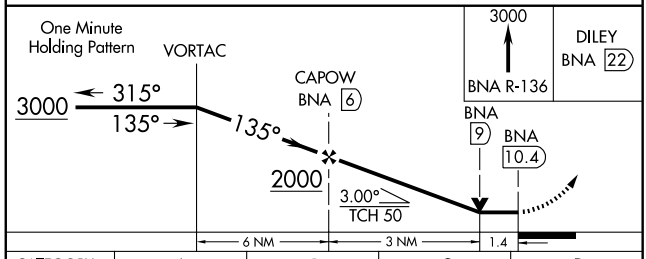
Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet, increase S-14 Cat C/D and Circling Cat C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.

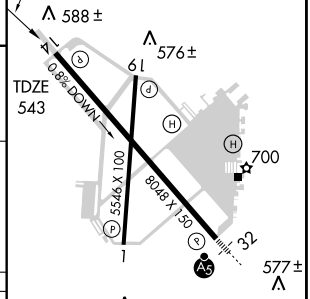
MISSED APPROACH: Climb to 3000 via BNA VORTAC R-136 to DILEY 22 DME and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When tower closed)	122.95



Maximum holding airspeed 200 KIAs.





CATEGORY	A	B	C	D
S-14	1040-1 497 (500-1)		1040-1¼ 497 (500-1¼)	1040-1½ 497 (500-1½)
CIRCLING	1080-1 537 (600-1)		1120-1½ 577 (600-1½)	1160-2 617 (700-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME RWY 32
SMYRNA (MQY)

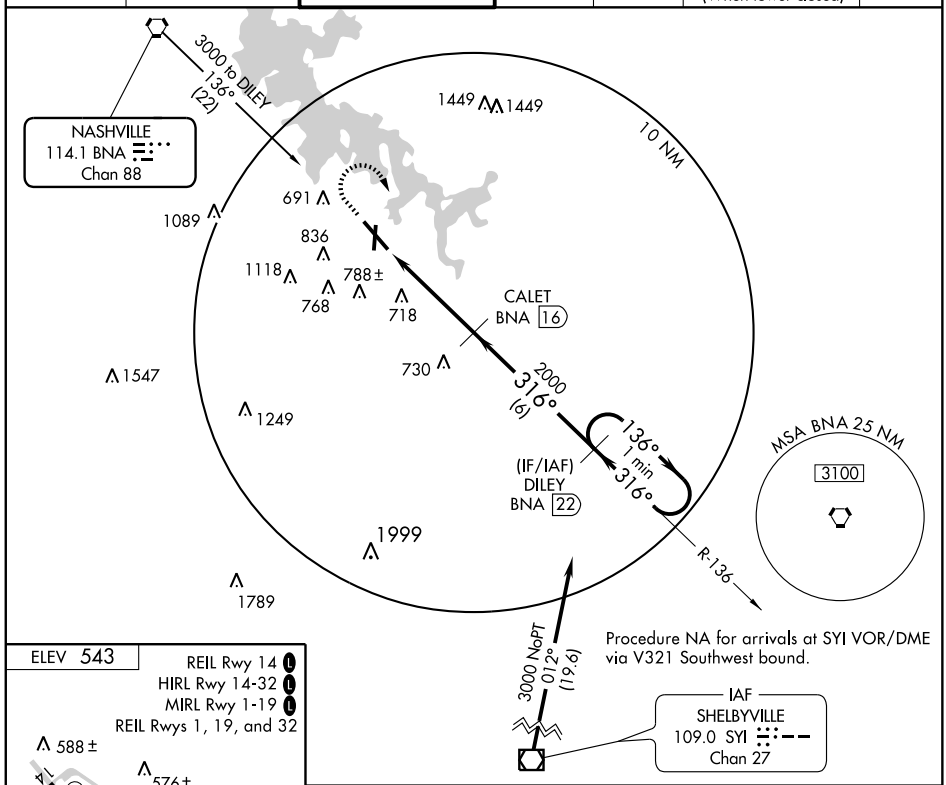
VORTAC BNA	APP CRS	Rwy ldg	8048
114.1	316°	TDZE	517
Chan 88		Apt Elev	543

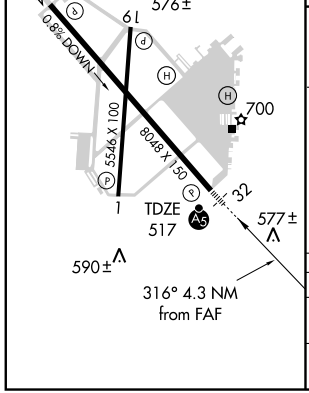
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet, S-32 Cat C visibility ¼ mile and Circling Cat C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.

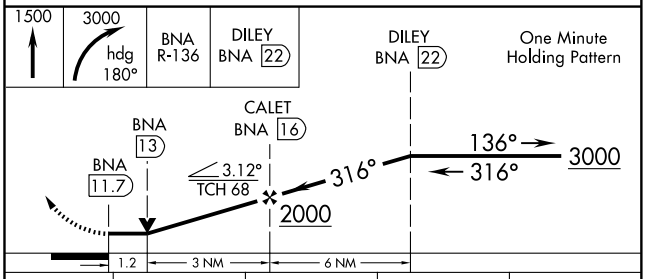
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 180° and BNA R-136 to DILEY 22 DME and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-32	980-½ 463 (500-½)		980-¾ 463 (500-¾)	980-1 463 (500-1)
CIRCLING	1080-1 537 (600-1)		1120-1½ 577 (600-1½)	1160-2 617 (700-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

NDB FYE	APP CRS	Rwy ldg	5000
255	179°	TDZE	431
		Apt Elev	436

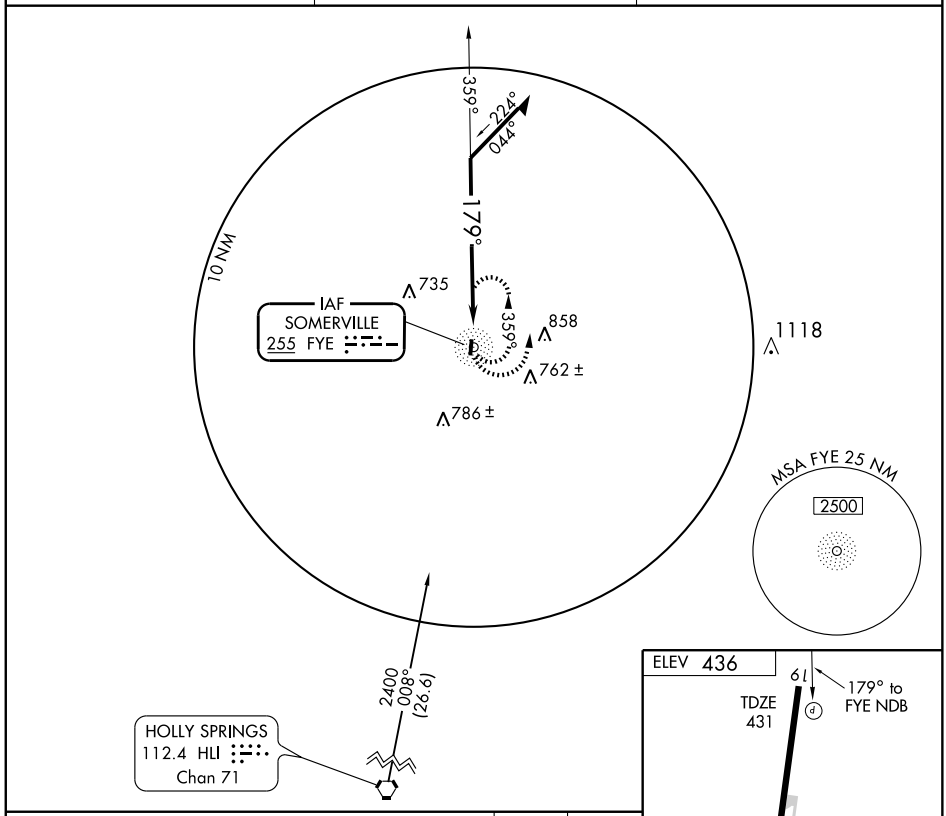
NDB RWY 19

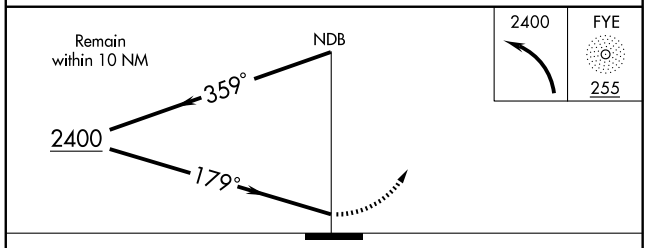
SOMERVILLE/FAYETTE COUNTY (FYE)

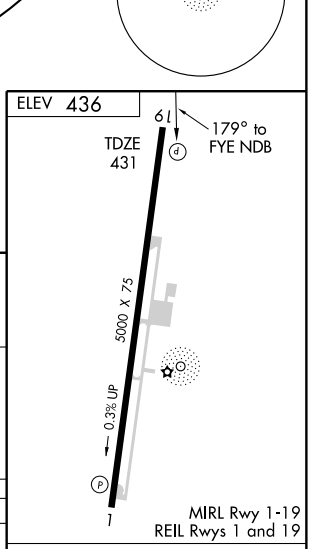
NA

MISSED APPROACH: Climbing left turn to 2400 in FYE NDB holding pattern.

AWOS-3	MEMPHIS APP CON	CTAF
119.875	125.8 338.3	122.9







CATEGORY	A	B	C	D
S-19	1100-1 669 (700-1)		1100-1¾ 669 (700-1¾)	NA
CIRCLING	1100-1 664 (700-1)		1100-1¾ 664 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5000
188°	TDZE	431
	Apt Elev	436

RNAV (GPS) RWY 19

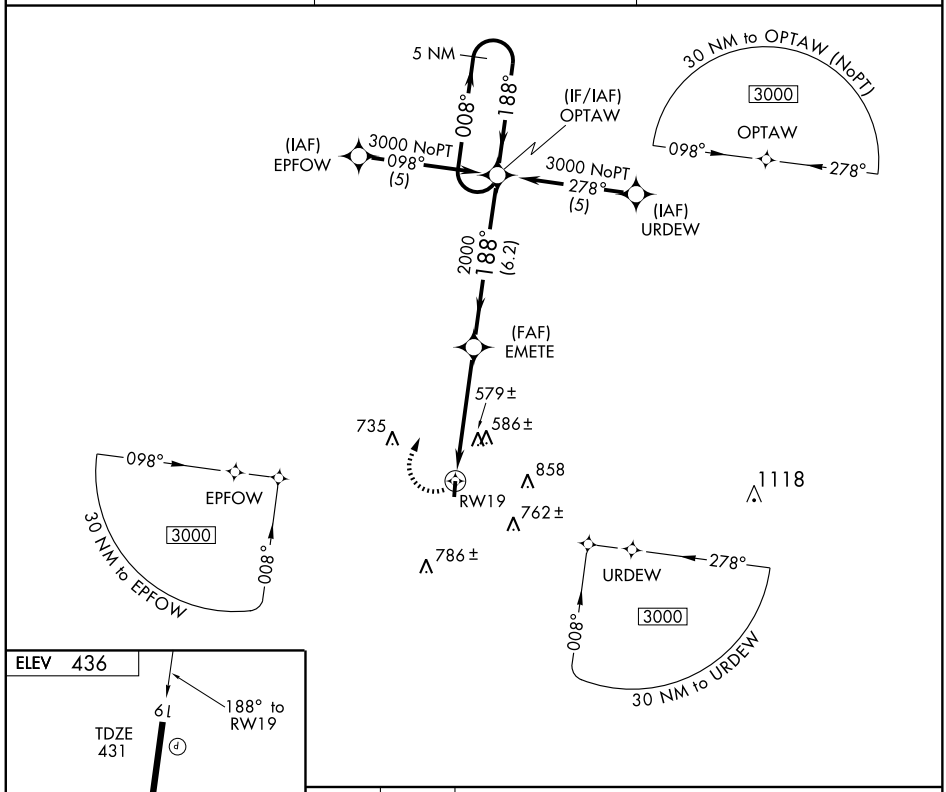
SOMERVILLE/FAYETTE COUNTY (FYE)

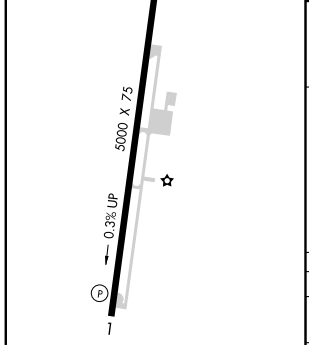
NA

If local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDAs 100 feet. VDP NA when using Memphis Intl altimeter setting. DME/DME RNP-0.3 NA.

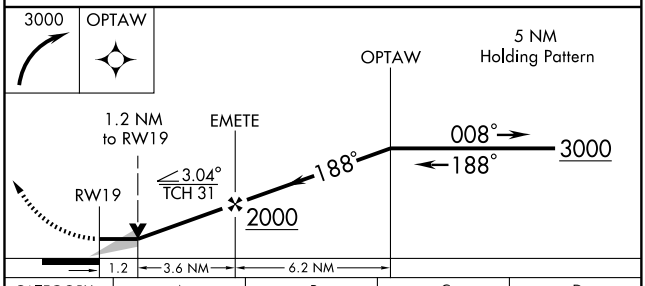
MISSED APPROACH: Climbing right turn to 3000 direct OPTAW and hold.

AWOS-3	MEMPHIS APP CON	CTAF
119.875	125.8 338.3	122.9





MIRL Rwy 1-19
REIL Rwys 1 and 19



CATEGORY	A	B	C	D
LNAV MDA	840-1 409 (500-1)		840-1¼ 409 (500-1¼)	NA
CIRCLING	900-1 464 (500-1)	920-1 484 (500-1)	920-1½ 484 (500-1½)	NA

LOC/DME I-SRB 110.1 Chan 38	APP CRS 038°	Rwy ldg 6005 TDZE 1021 Apt Elev 1025

ILS or LOC RWY 4

SPARTA/ UPPER CUMBERLAND RGNL (SRB)

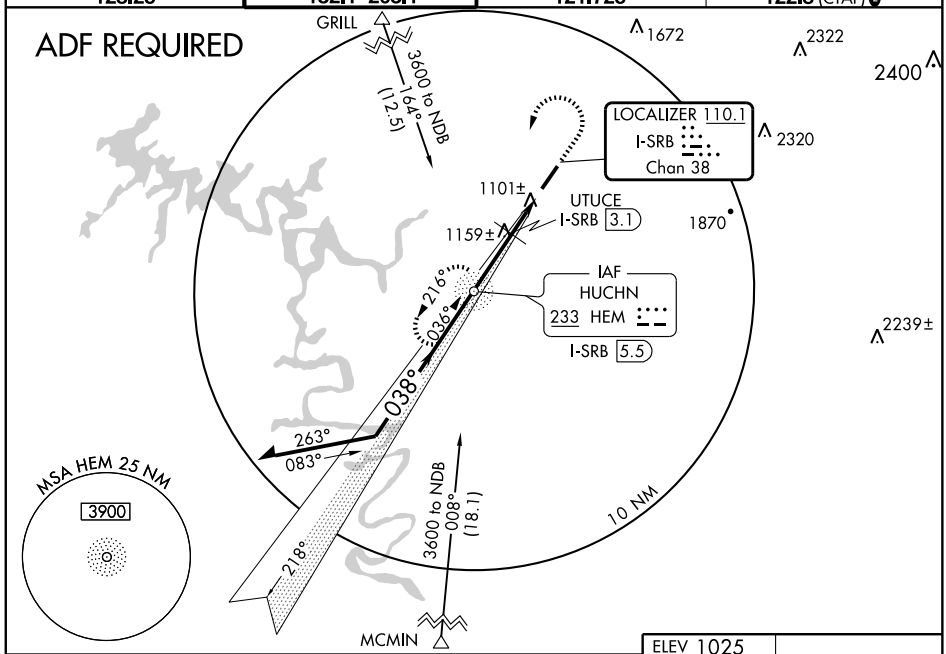
NA

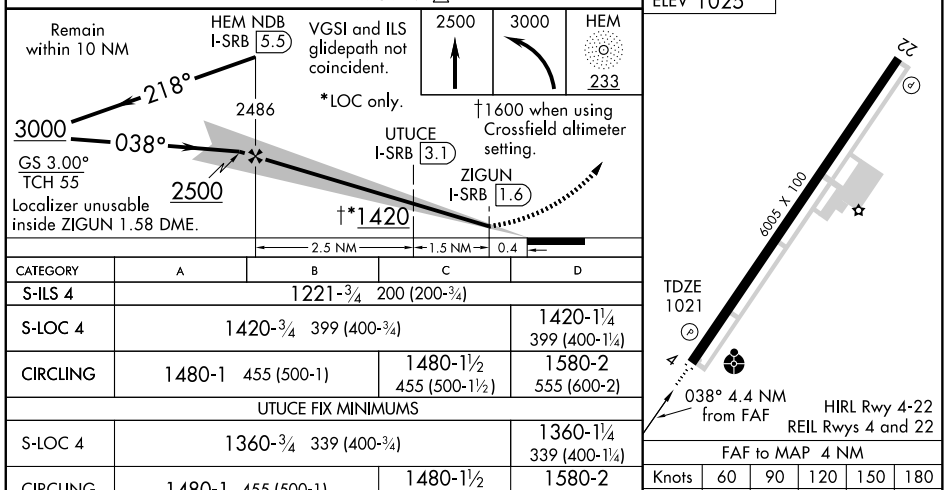
ADF REQUIRED. When local altimeter setting not received, use Crossfield altimeter setting and increase DA to 1393 and S-ILS 4 all Cats. visibility ½ mile. Increase all MDA 180 feet and S-LOC 4 Cat. C visibility ¾ mile, Cat. D ½ mile. Inoperative table does not apply to UTUCE FIX Cat. C minimums when using Crossfield altimeter setting.

ODALS

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
128.25	132.1 263.1	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 4	1221-¾ 200 (200-¾)			
S-LOC 4	1420-¾ 399 (400-¾)			1420-1¼ 399 (400-1¼)
CIRCLING	1480-1 455 (500-1)		1480-1½ 455 (500-1½)	1580-2 555 (600-2)
UTUCE FIX MINIMUMS				
S-LOC 4	1360-¾ 339 (400-¾)			1360-1¼ 339 (400-1¼)
CIRCLING	1480-1 455 (500-1)		1480-1½ 455 (500-1½)	1580-2 555 (600-2)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SE-1. 14 JAN 2010 to 11 FEB 2010

NDB HEM	APP CRS	Rwy ldg	6005
233	036°	TDZE	1021
		Apt Elev	1025

NDB RWY 4

SPARTA / UPPER CUMBERLAND RGNL (SRB)

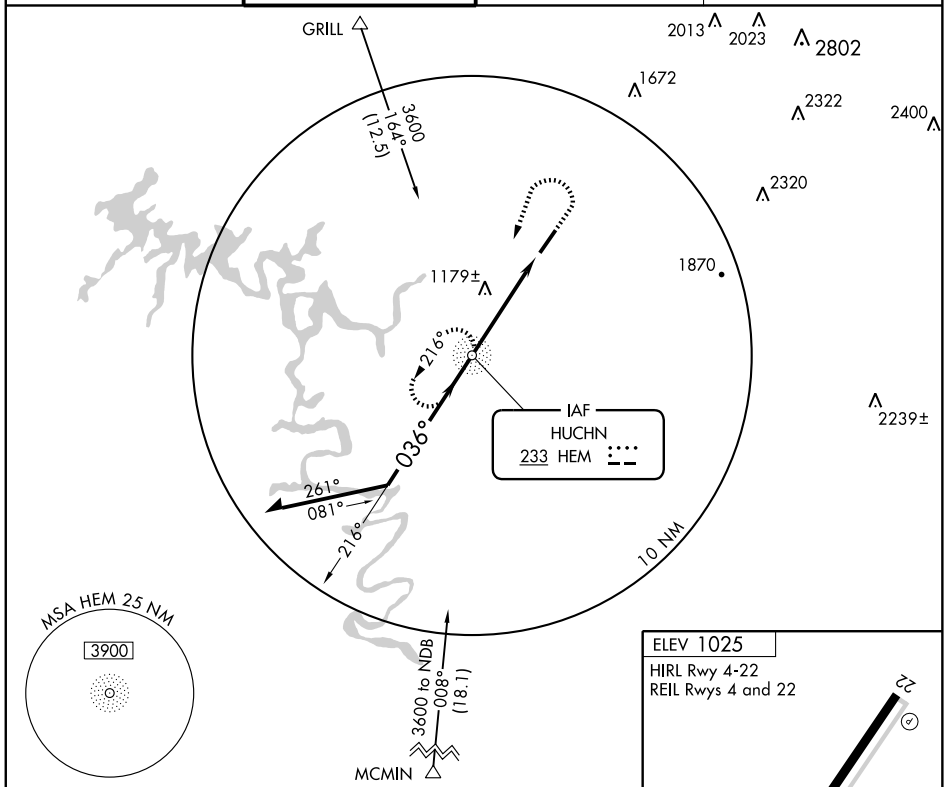
Inoperative table does not apply to Cat. C. When local altimeter setting not received, use Crossfield altimeter setting and increase all MDA 180 feet. Increase S-4 Cat. C/D visibility ½ mile. Increase Circling Cat. C/D visibility ¼ mile.

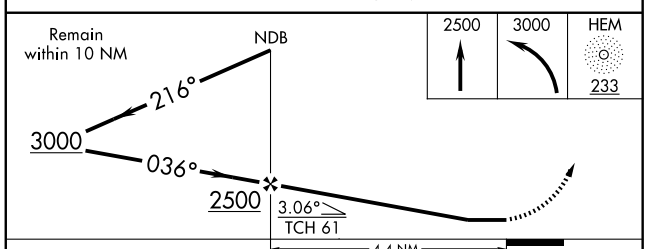
NA

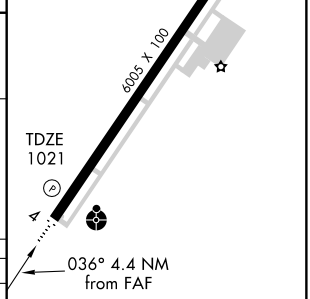
ODALS

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
128.25	132.1 263.1	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	1480-¾ 459 (500-¾)		1480-1¼ 459 (500-1¼)	1480-1½ 459 (500-1½)
CIRCLING	1480-1 455 (500-1)		1480-1½ 455 (500-1½)	1580-2 555 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 82210 W04A	APP CRS 038°	Rwy ldg 6005 TDZE 1021 Apt Elev 1025

RNAV (GPS) RWY 4

SPARTA / UPPER CUMBERLAND RGNL (SRB)

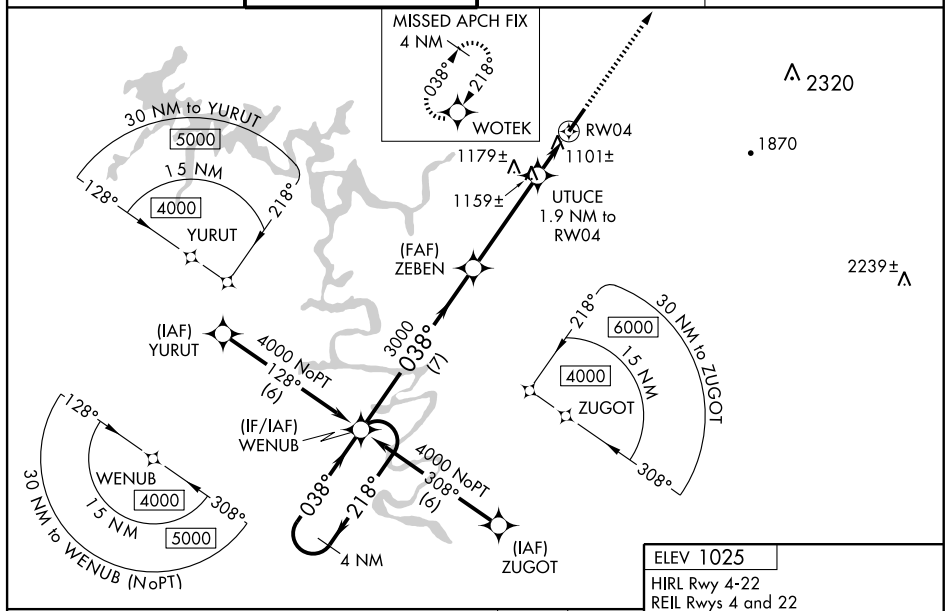
Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). Inoperative table does not apply to LNAV/VNAV all Cats. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1393 and all Cats. visibility ½ mile. Increase LNAV/VNAV DA to 1568 and all Cats. visibility ¾ mile. Increase all MDA 180 feet and LNAV Cat. C visibility ¾ mile, Cat. D ½ mile. Increase Circling Cat. C/D visibility ¼ mile. Inoperative table does not apply to LNAV Cat. C when using Crossville altimeter setting. VDP NA when using Crossville altimeter setting.

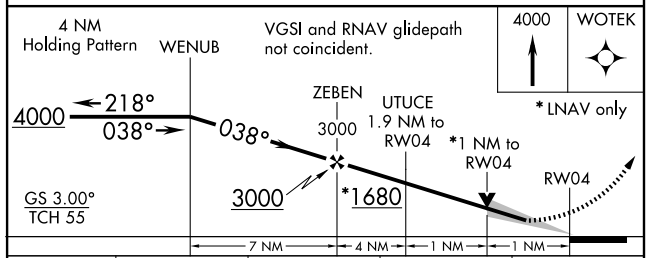
NA

ODALS

MISSED APPROACH: Climb to 4000 direct WOTEK and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
128.25	132.1 263.1	121.725	122.8 (CTAF) L



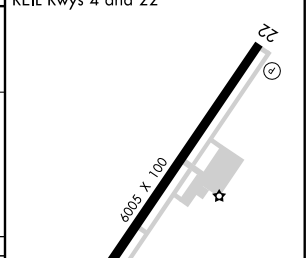


CATEGORY	A	B	C	D
LPV DA	1221-¾ 200 (200-¾)			
LNAV/VNAV DA	1396-1¼ 375 (400-1¼)			
LNAV MDA	1380-¾ 359 (400-¾)			1380-1¼ 359 (400-1¼)
CIRCLING	1480-1 455 (500-1)		1480-1½ 455 (500-1½)	1580-2 555 (600-2)

ELEV 1025

HIRL Rwy 4-22

REIL Rwys 4 and 22



WAAS CH 82311 W22A	APP CRS 218°	Rwy ldg 6005 TDZE 1025 Apt Elev 1025

RNAV (GPS) RWY 22

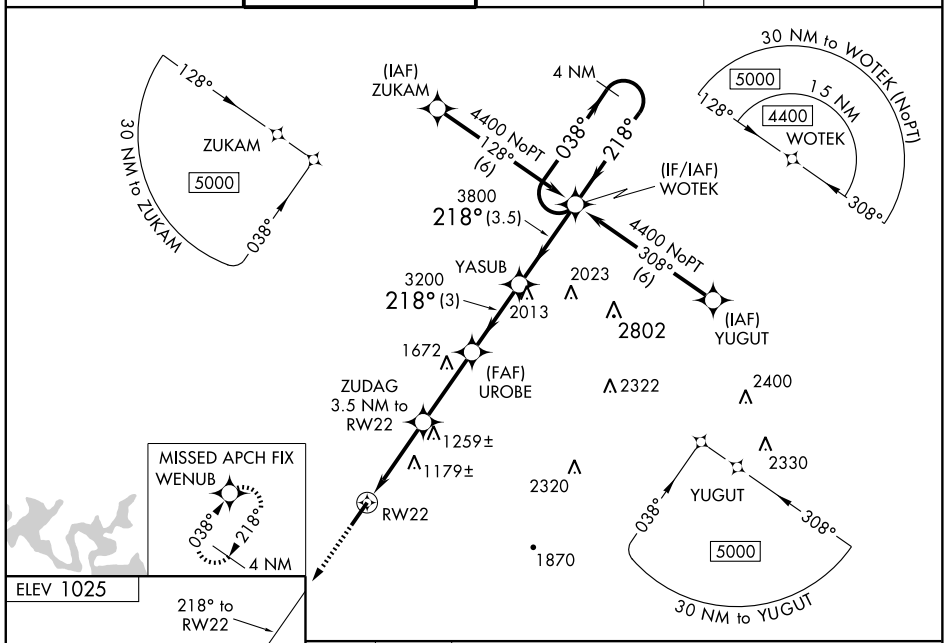
SPARTA / UPPER CUMBERLAND RGNL (SRB)

T
NA

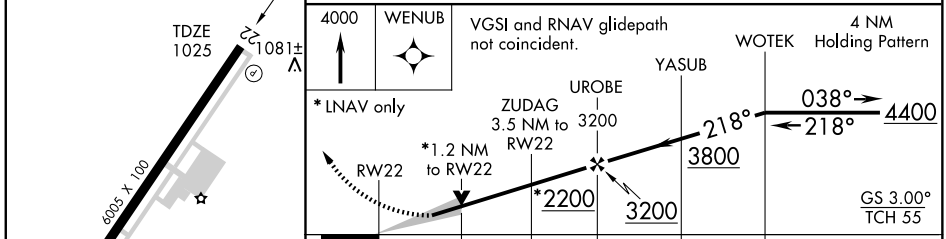
Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1447, LNAV/VNAV DA to 1633. Increase LPV and LNAV/VNAV visibility ¾ mile. Increase all MDA 180 feet and LNAV Cat. C visibility ¼ mile, Cat. D ½ mile. Increase Circling Cat. C/D visibility ¼ mile. VDP NA when using Crossville altimeter setting.

MISSED APPROACH: Climb to 4000 direct WENUB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
128.25	132.1 263.1	121.725	122.8 (CTAF) L



ELEV 1025



CATEGORY	A	B	C	D
LPV DA	1275-¾ 250 (300-¾)			
LNAV/VNAV DA	1461-1½ 436 (500-1½)			
LNAV MDA	1440-1 415 (500-1)		1440-1¼ 415 (500-1¼)	
CIRCLING	1480-1 455 (500-1)		1480-1½ 455 (500-1½)	1580-2 555 (600-2)

HIRL Rwy 4-22
REIL Rwys 4 and 22

SE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-ONE	APP CRS	Rwy ldg 5005
109.7	036°	TDZE 700
		Apt Elev 707

LOC RWY 4

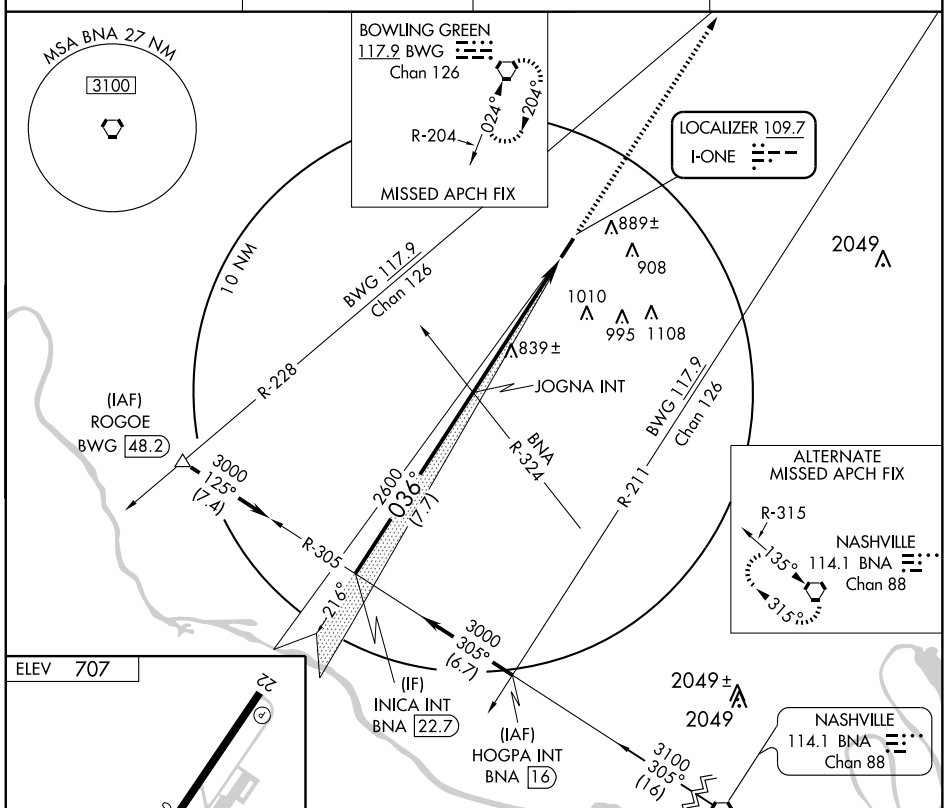
SPRINGFIELD ROBERTSON COUNTY (M91)

NA

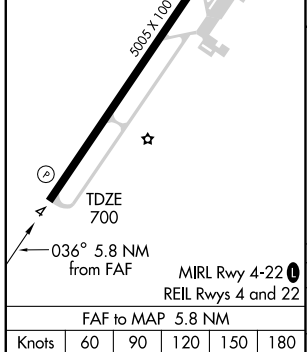
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 80 feet and increase S-4 and Circling Cats. C and D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct BWG VORTAC and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
120.675	119.35 385.55	121.725	123.0 (CTAF)

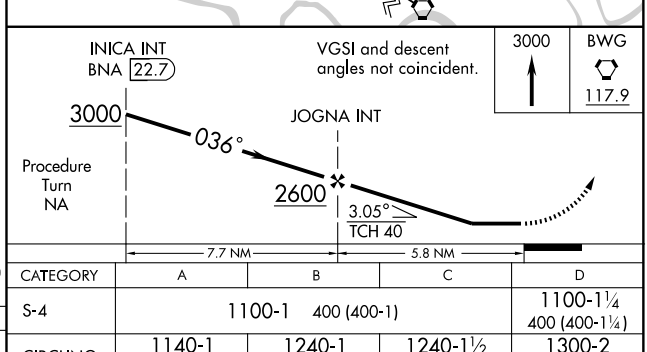


ELEV 707



MIRL Rwy 4-22
REIL Rwys 4 and 22

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-4	1100-1 400 (400-1)			1100-1¼ 400 (400-1¼)
CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1½ 533 (600-1½)	1300-2 593 (600-2)

SE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5005
036°	TDZE	700
	Apt Elev	707

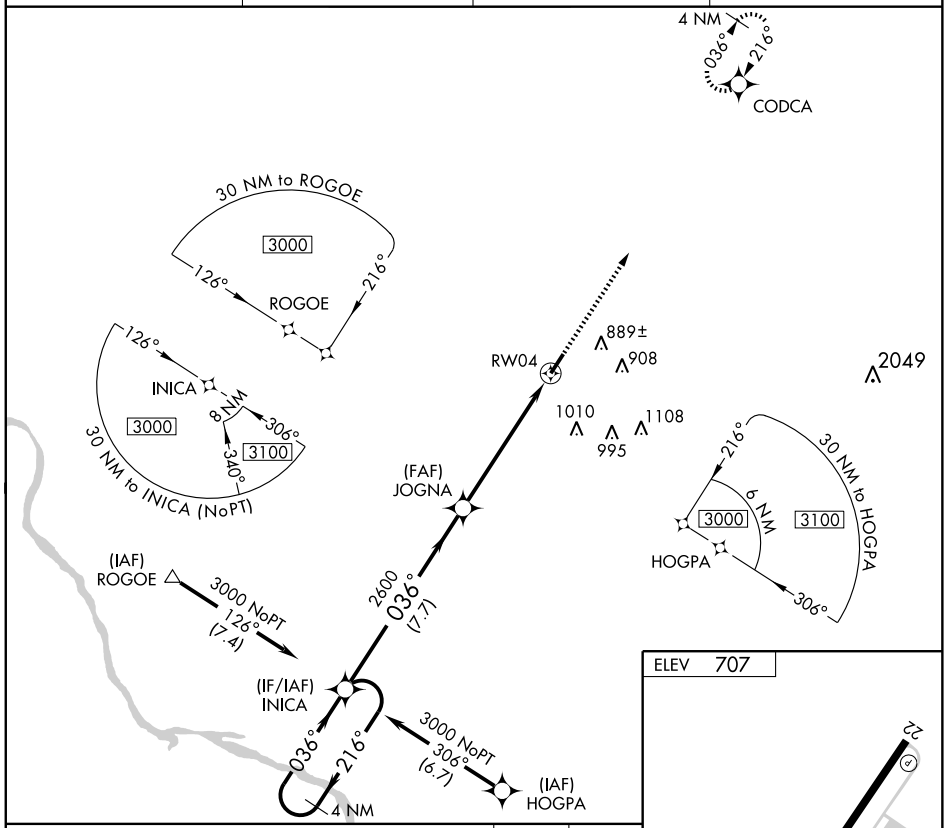
RNAV (GPS) RWY 4
SPRINGFIELD ROBERTSON COUNTY (M91)

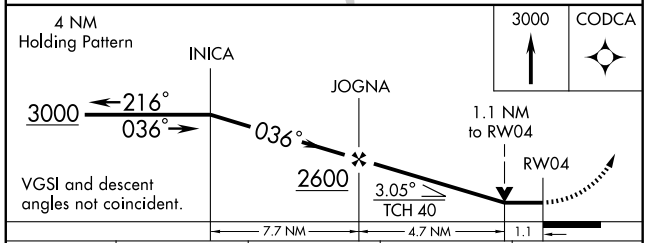
NA

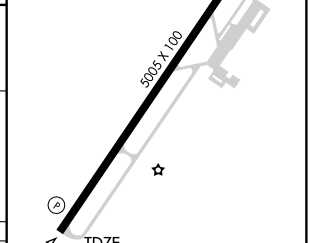
If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Nashville Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CODCA and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
120.675	119.35 385.55	121.725	123.0 (CTAF) L







MIRL Rwy 4-22 L
REIL Rwys 4 and 22

CATEGORY	A	B	C	D
LNAV MDA	1100-1 400 (400-1)			1100-1¼ 400 (400-1¼)
CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1½ 533 (600-1½)	1300-2 593 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5005
216°	TDZE	707
	Apt Elev	707

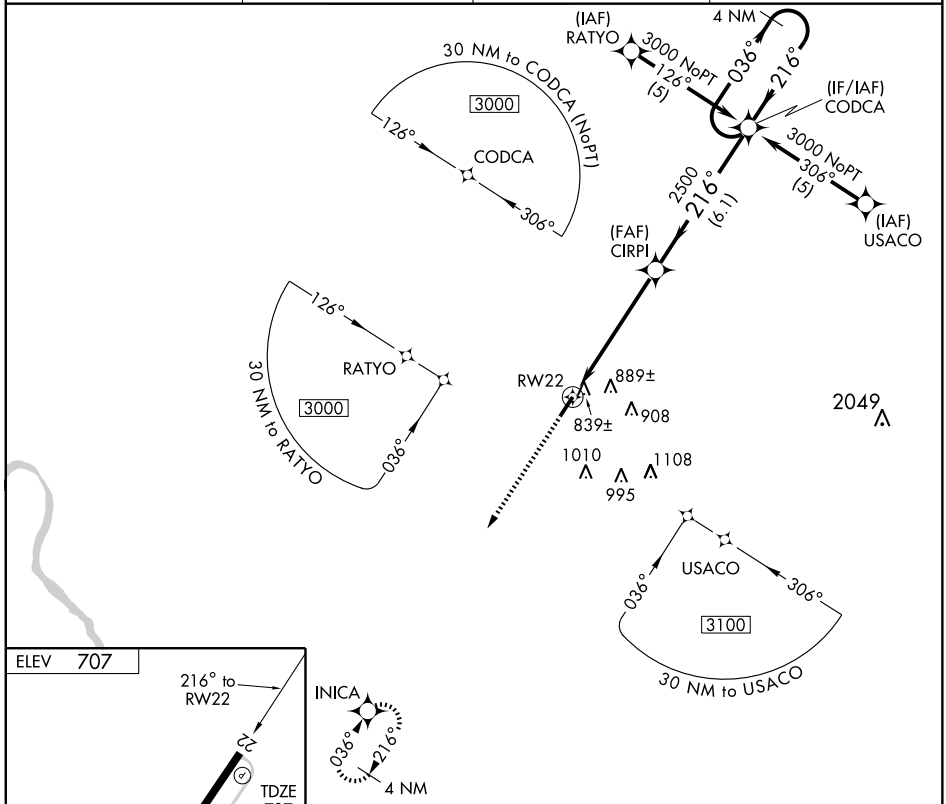
RNAV (GPS) RWY 22
SPRINGFIELD ROBERTSON COUNTY (M91)

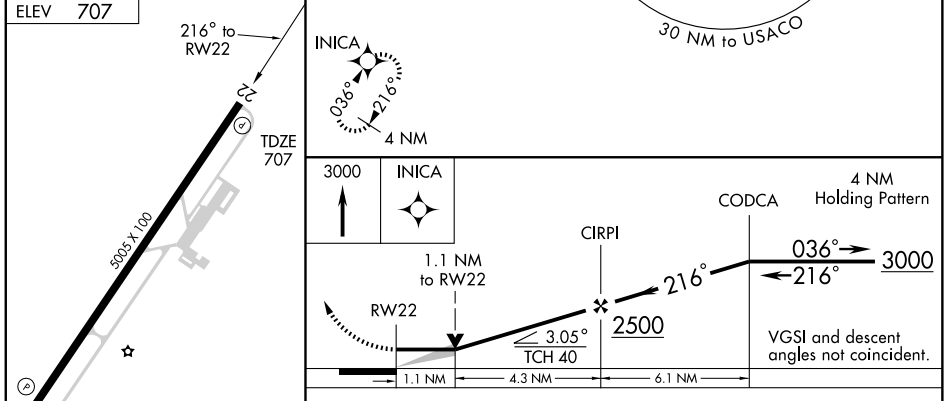
NA

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct INICA and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
120.675	119.35 385.55	121.725	123.0 (CTAF) L





MIRL Rwy 4-22 L
REIL Rwys 4 and 22

CATEGORY	A	B	C	D
LNAV MDA	1100-1 393 (400-1)			1100-1¼ 393 (400-1¼)
CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1½ 533 (600-1½)	1300-2 593 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

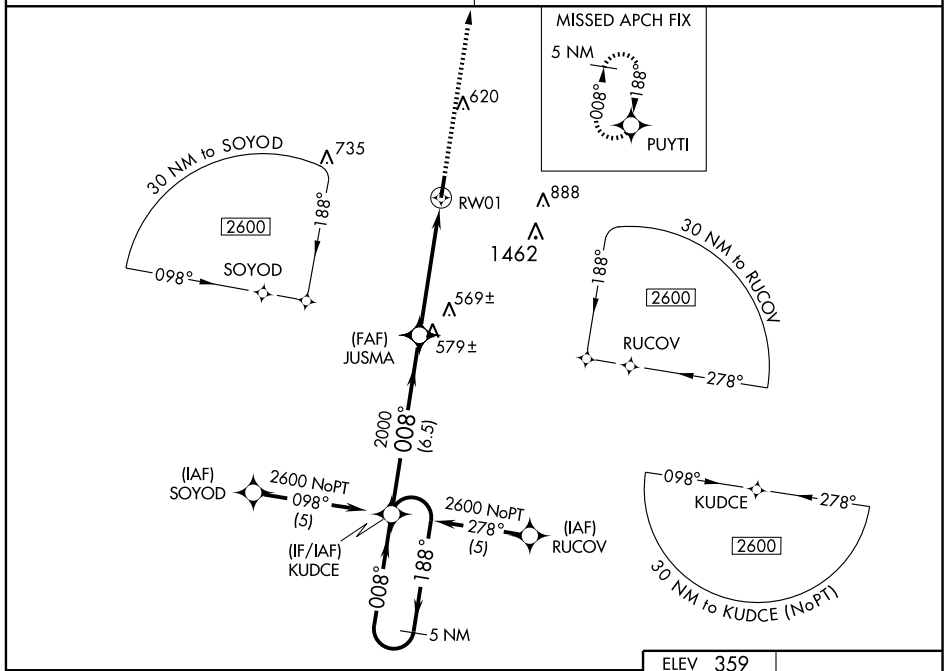
APP CRS	Rwy ldg	4800
008°	TDZE	359
	Apt Elev	359

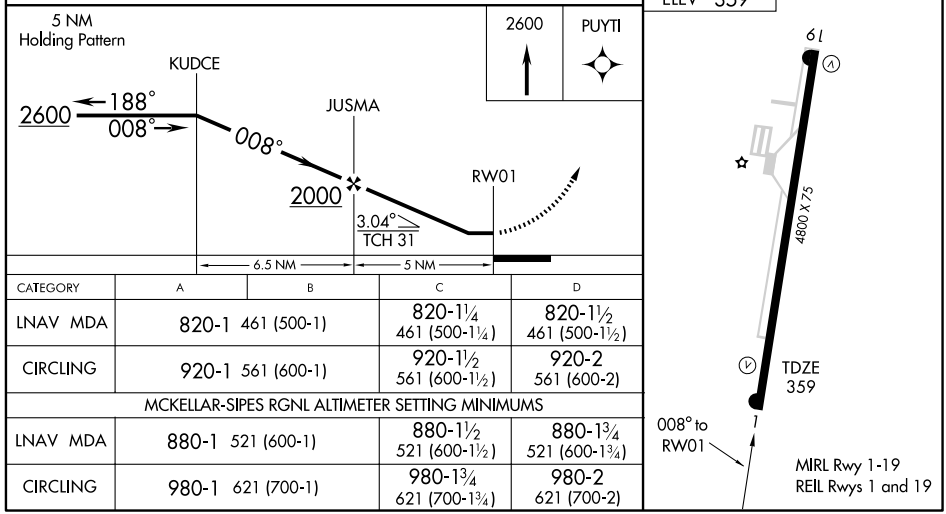
RNAV (GPS) RWY 1
TRENTON /GIBSON COUNTY (TGC)

Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting.
NA
Straight-in minimums NA at night. Circling to Rwy 1 NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct PUYTI and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	820-1 461 (500-1)		820-1¼ 461 (500-1¼)	820-1½ 461 (500-1½)
CIRCLING	920-1 561 (600-1)		920-1½ 561 (600-1½)	920-2 561 (600-2)
MCKELLAR-SIPES RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	880-1 521 (600-1)		880-1½ 521 (600-1½)	880-1¾ 521 (600-1¾)
CIRCLING	980-1 621 (700-1)		980-1¾ 621 (700-1¾)	980-2 621 (700-2)

SE-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4800
188°	TDZE	357
	Apt Elev	359

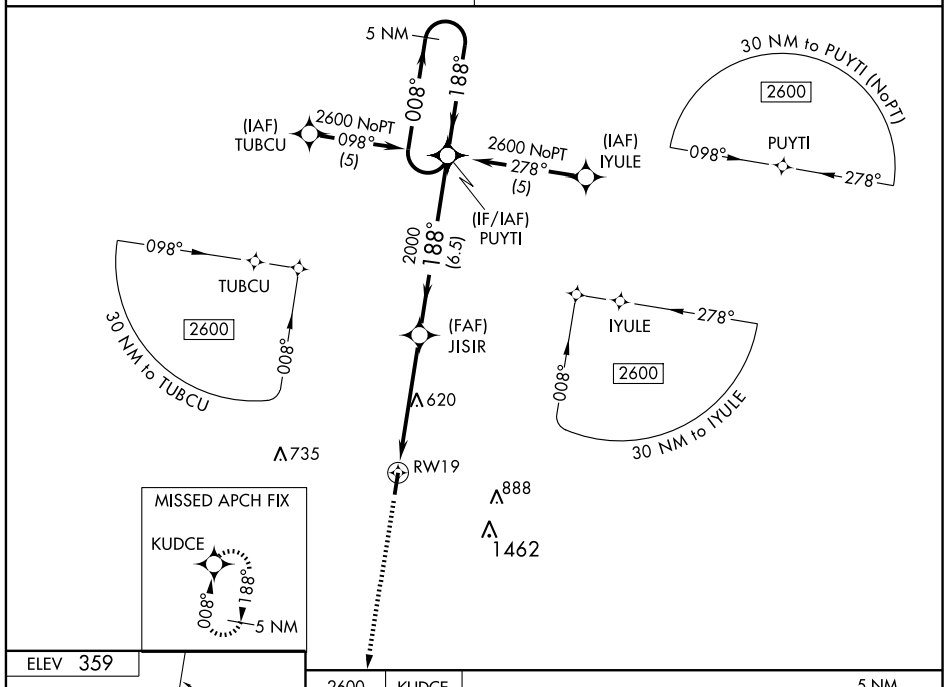
RNAV (GPS) RWY 19
TRENTON /GIBSON COUNTY (TGC)

Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting.
Circling to Rwy 1 NA at night. DME/DME RNP-0.3 NA.
VDP NA when using McKellar-Sipes Rgnl altimeter setting.

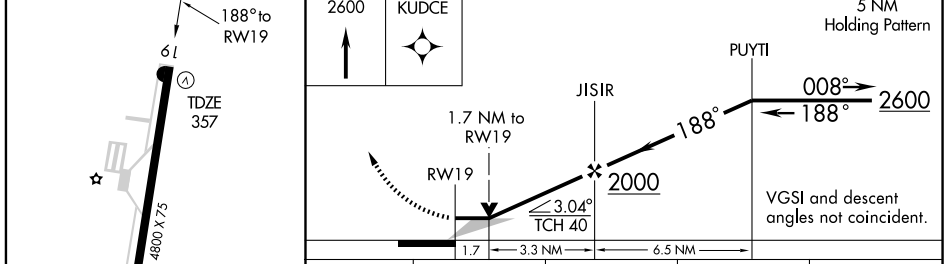
NA

MISSED APPROACH: Climb to 2600 direct KUDCE and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.8 (CTAF)



ELEV 359



CATEGORY	A	B	C	D
LNAV MDA	920-1 563 (600-1)		920-1½ 563 (600-1½)	920-1¾ 563 (600-1¾)
CIRCLING	920-1 561 (600-1)		920-1½ 561 (600-1½)	920-2 561 (600-2)
MCKELLAR-SIPES RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	980-1 623 (700-1)		980-1¾ 623 (700-1¾)	980-2 623 (700-2)
CIRCLING	980-1 621 (700-1)		980-1¾ 621 (700-1¾)	980-2 621 (700-2)

MIRL Rwy 1-19
REIL Rwys 1 and 19

SE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC DYR	APP CRS	Rwy ldg	N/A
116.8	100°	TDZE	N/A
Chan 115		Apt Elev	359

VOR/DME-A

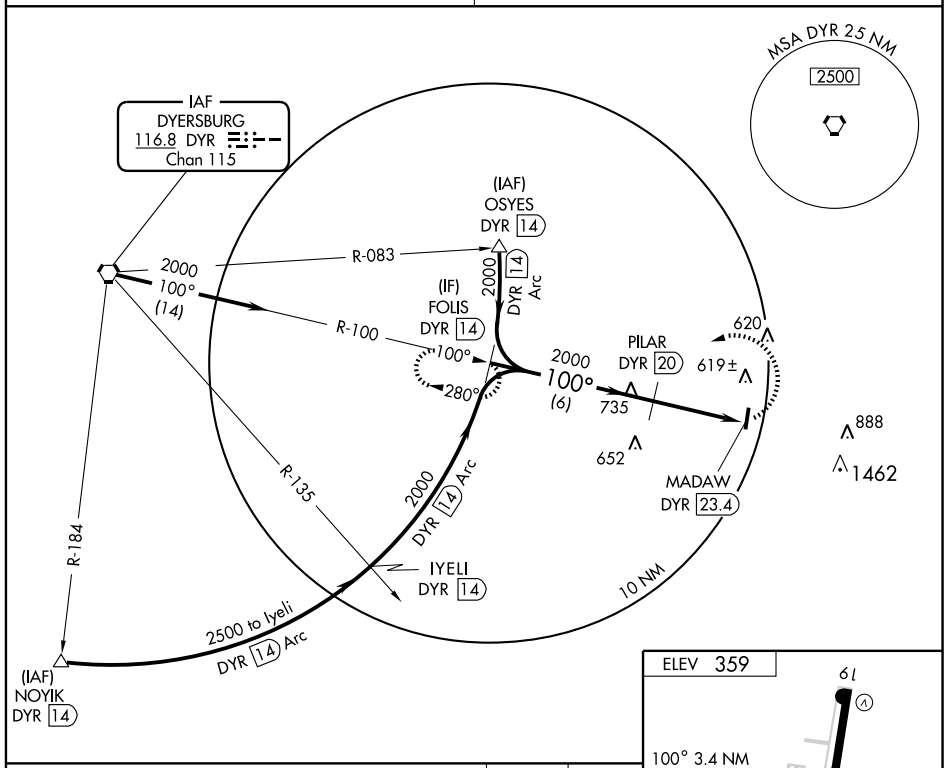
TRENTON /GIBSON COUNTY (TGC)

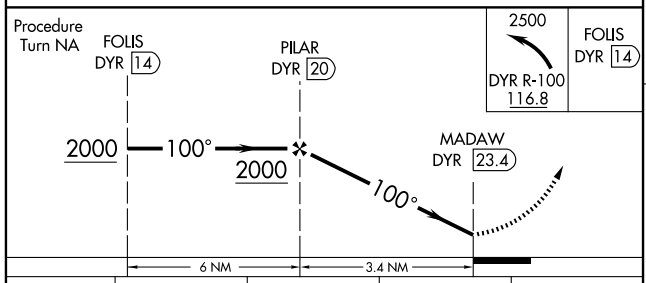
Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting.

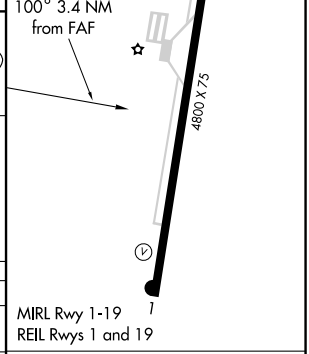
NA

MISSED APPROACH: Climbing left turn to 2500 via DYR VORTAC R-100 to FOLIS/DYR 14 DME and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	920-1 561 (600-1)	920-1¼ 561 (600-1¼)	920-1½ 561 (600-1½)	920-2 561 (600-2)
MCKELLAR-SIPES RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	980-1 621 (700-1)	980-1¼ 621 (700-1¼)	980-1¾ 621 (700-1¾)	980-2 621 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 3

APCH CRS	Rwy ldg	6000
027°	TDZE	1065
	Arpt Elev	1065

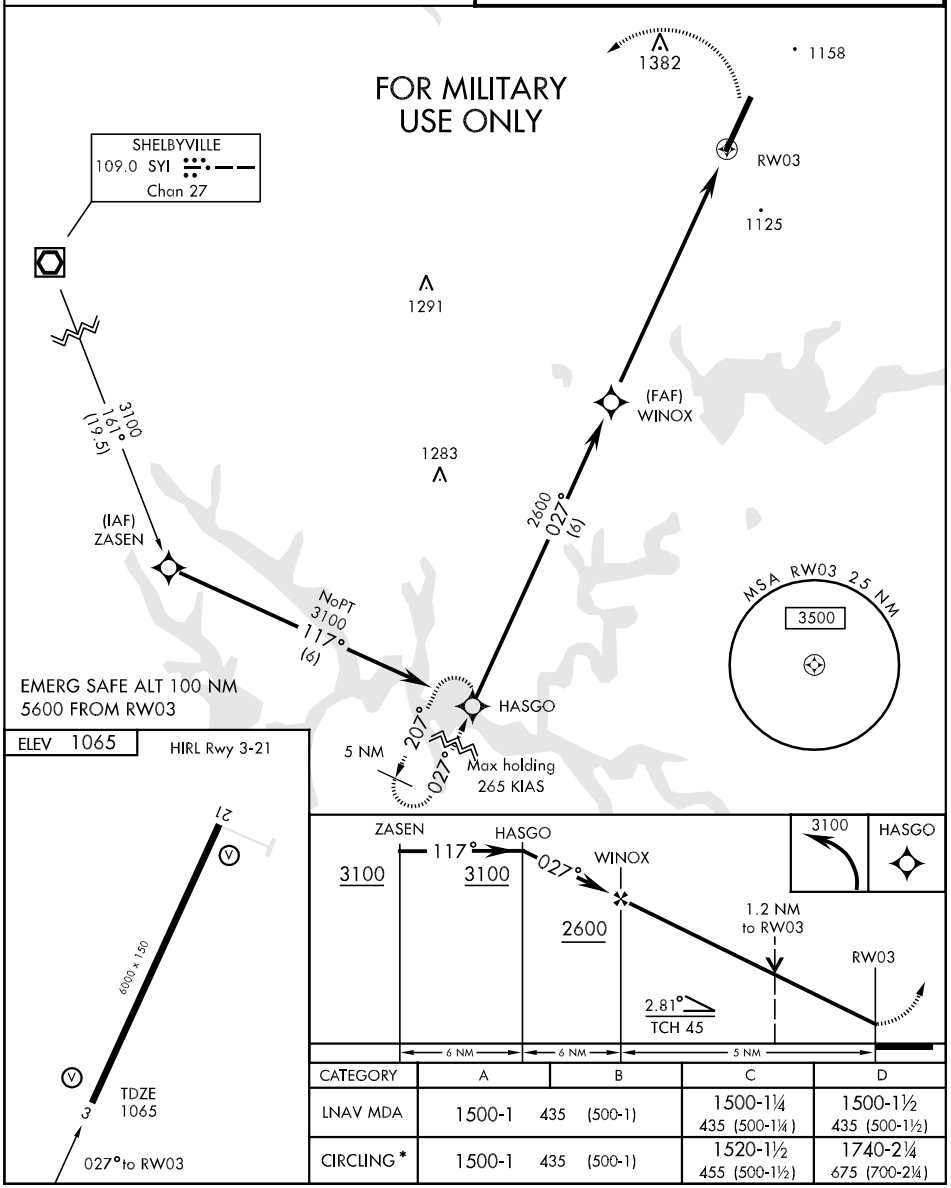
AL-5731 [USAF]

ARNOLD AFB (AYX)

* Circling not authorized W of Rwy 3-21.
DME/DME RNP-0.3 NA

MISSED APPROACH: Turn left climbing to 3100 direct HASGO and hold.

MEMPHIS CENTER	ATIS/UNICOM *
126.75 353.5	126.2 257.975



CATEGORY	A	B	C	D
LNAV MDA	1500-1 435 (500-1)		1500-1¼ 435 (500-1¼)	1500-1½ 435 (500-1½)
CIRCLING *	1500-1 435 (500-1)		1520-1½ 455 (500-1½)	1740-2¼ 675 (700-2¼)

RNAV (GPS) RWY 21

APCH CRS	Rwy ldg	6000
207°	TDZE	1065
	Arpt Elev	1065

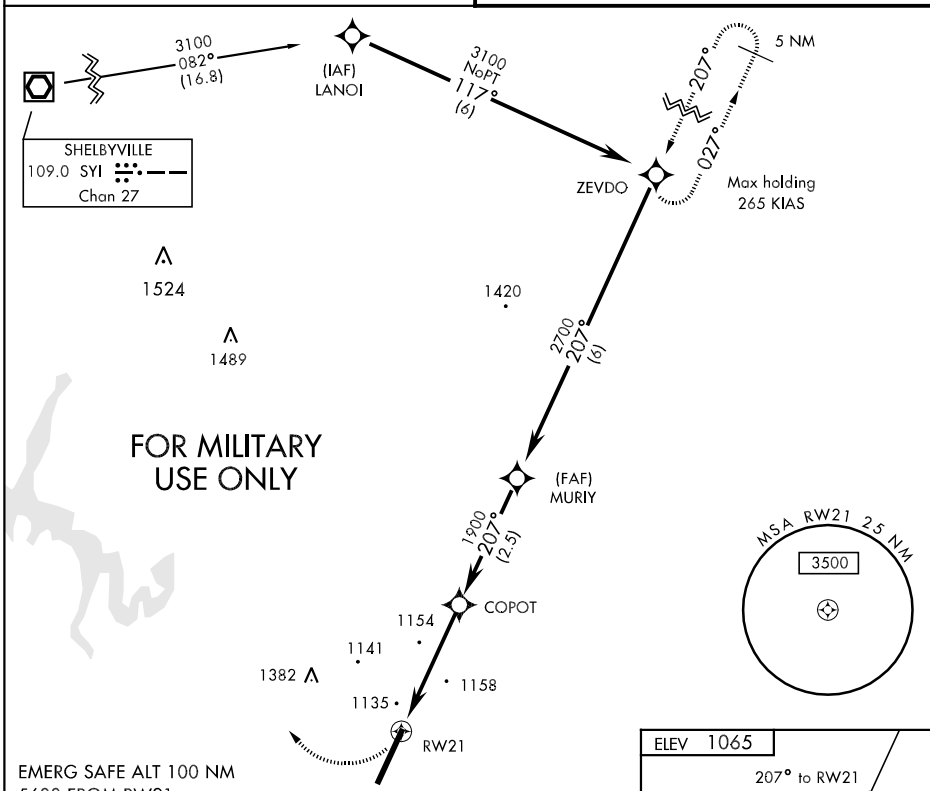
AL-5731 [USAF]

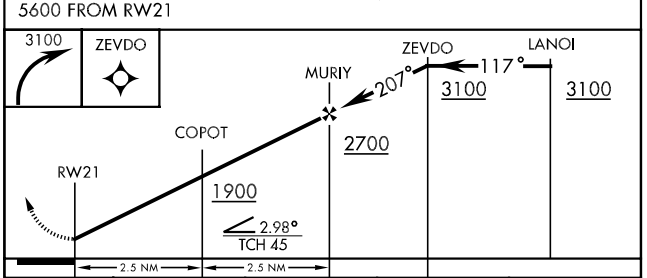
ARNOLD AFB (AYX)

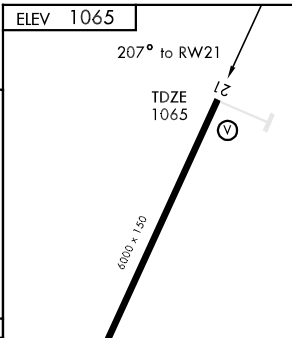
* Circling not authorized W of Rwy 3-21.
DME/DME RNP-0.3 NA

MISSED APPROACH: Turn right climbing to 3100 direct ZEVDO and hold.

MEMPHIS CENTER	ATIS/UNICOM *
126.75 353.5	126.2 257.975







HIRL Rwy 3-21

CATEGORY	A	B	C	D
LNAV MDA	1500-1 435 (500-1)		1500-1¼ 435 (500-1¼)	1500-1½ 435 (500-1½)
CIRCLING *	1500-1 435 (500-1)		1520-1½ 455 (500-1½)	1740-2¼ 675 (700-2¼)

VOR-A

VOR UXM	APCH CRS	Rwy ldg	6000
109.65	088°	TDZE	1065
		Arpt Elev	1065

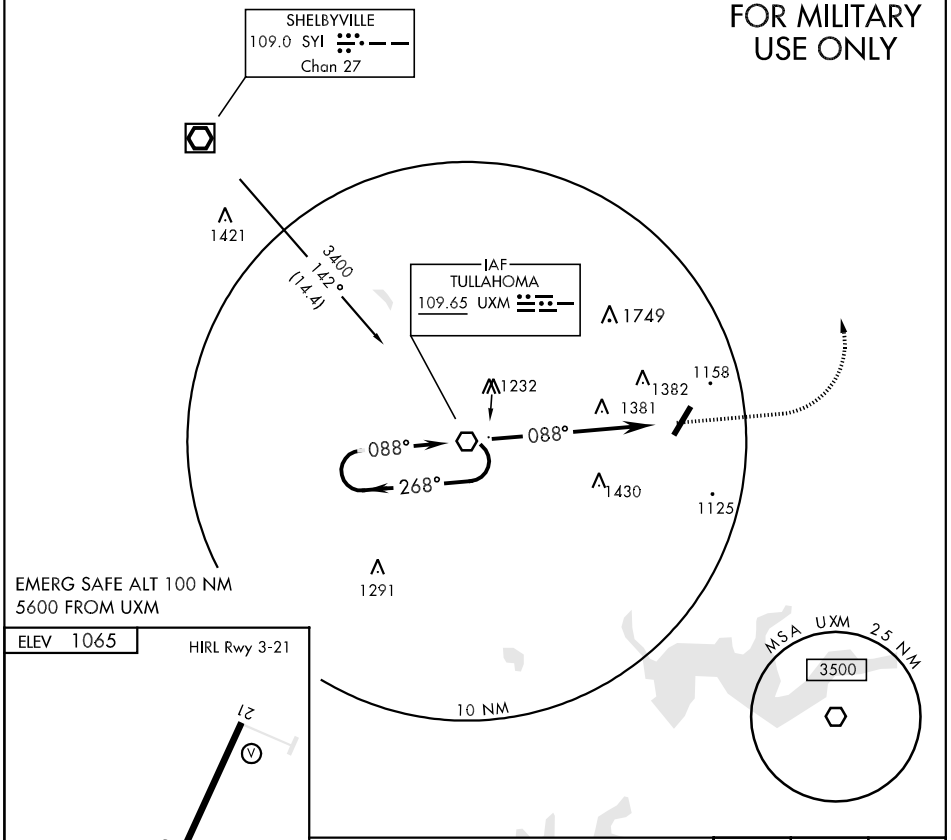
AL-5731 [USAF]

ARNOLD AFB (AYX)

MISSED APPROACH: Climb to 2100. Then turn left direct UXM VOR and hold. Maintain 3400.

MEMPHIS CENTER	ATIS/UNICOM ★
126.75 353.5	126.2 257.975

FOR MILITARY USE ONLY



FAF to MAP 7.6 NM					
Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32

CATEGORY	A	B	C	D
CIRCLING	1740-1 675 (700-1)		1740-2 675 (700-2)	1740-2¼ 675 (700-2 ¼)

NDB ULH	APP CRS	Rwy ldg	5002
332	184°	TDZE	1082
		Apt Elev	1083

NDB RWY 18

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

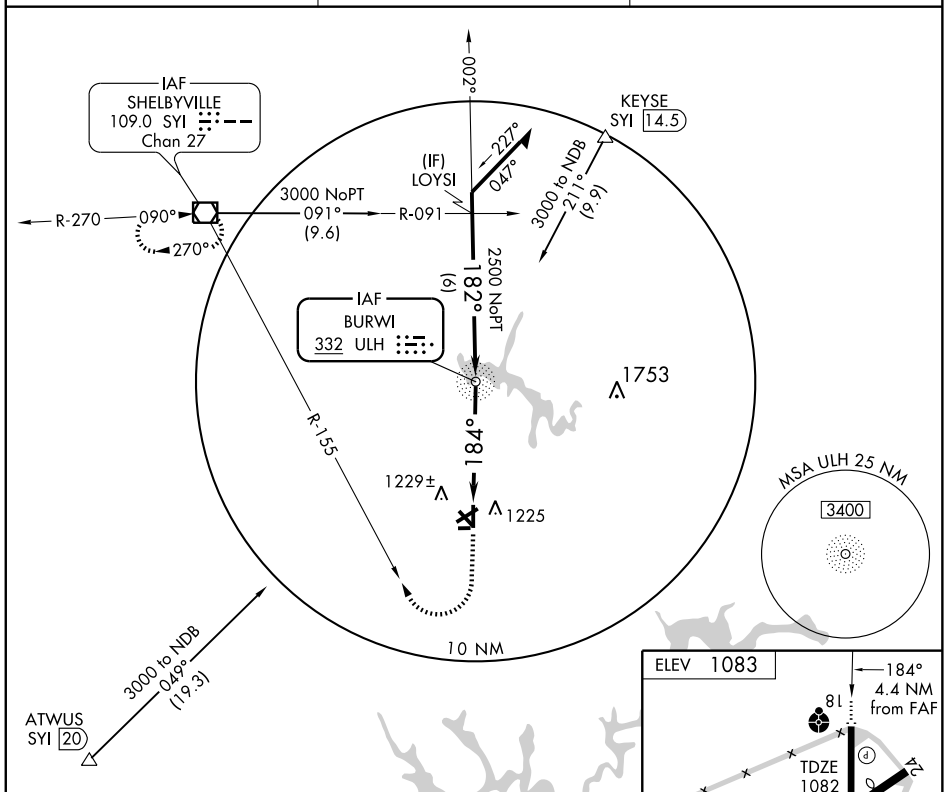
NA

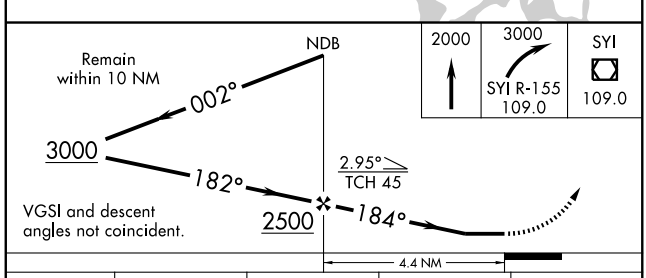
If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Inoperative table does not apply to Cat C.

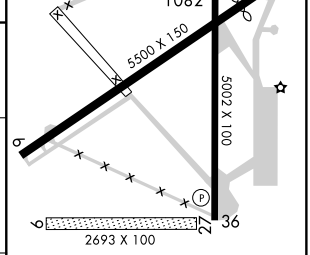
ODALS

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SYI R-155 to SYI VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L







MIRL Rwy 18-36 L

REIL Rwys 18 and 36

CATEGORY	A	B	C	D
S-18	1540-¾ 458 (500-¾)		1540-1¼ 458 (500-1¼)	1540-1½ 458 (500-1½)
CIRCLING	1540-1 457 (500-1)		1540-1½ 457 (500-1½)	1640-2 557 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5500
061°	TDZE	1082
	Apt Elev	1083

RNAV (GPS) RWY 6

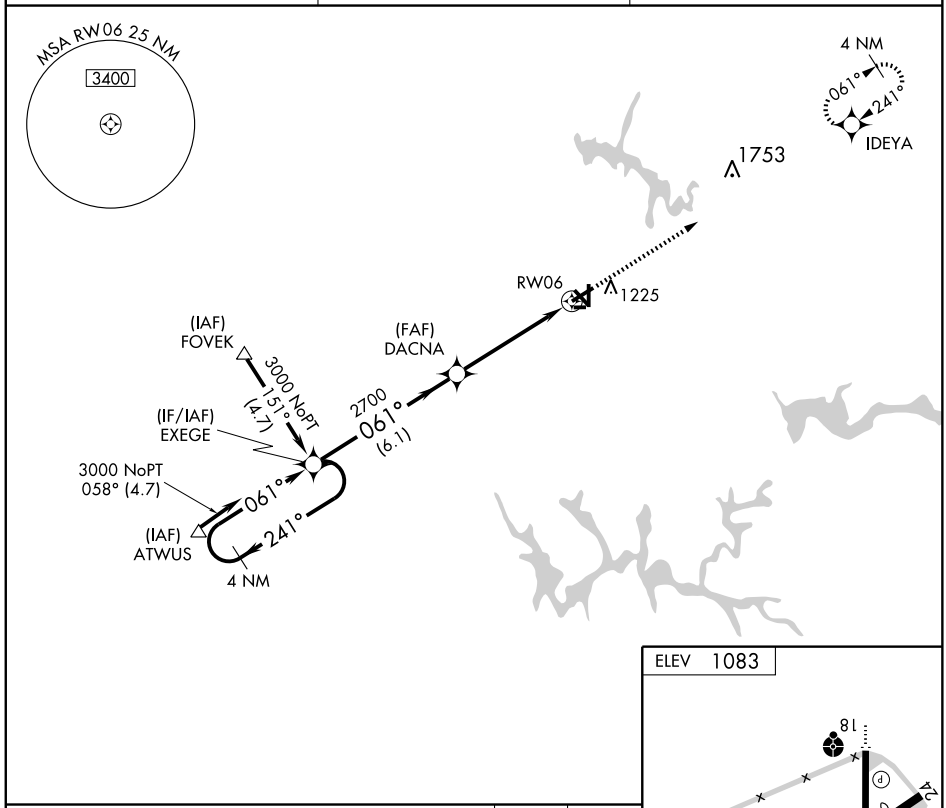
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

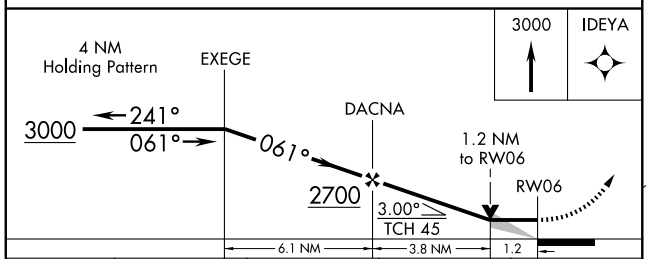
NA

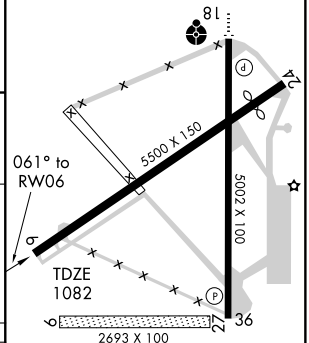
DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to 3000 direct IDEYA and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1500-1 418 (500-1)		1500-1¼ 418 (500-1¼)	
CIRCLING	1540-1 457 (500-1)		1540-1½ 457 (500-1½)	1640-2 557 (600-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

APP CRS	Rwy ldg	5002
183°	TDZE	1082
	Apt Elev	1083

RNAV (GPS) RWY 18

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

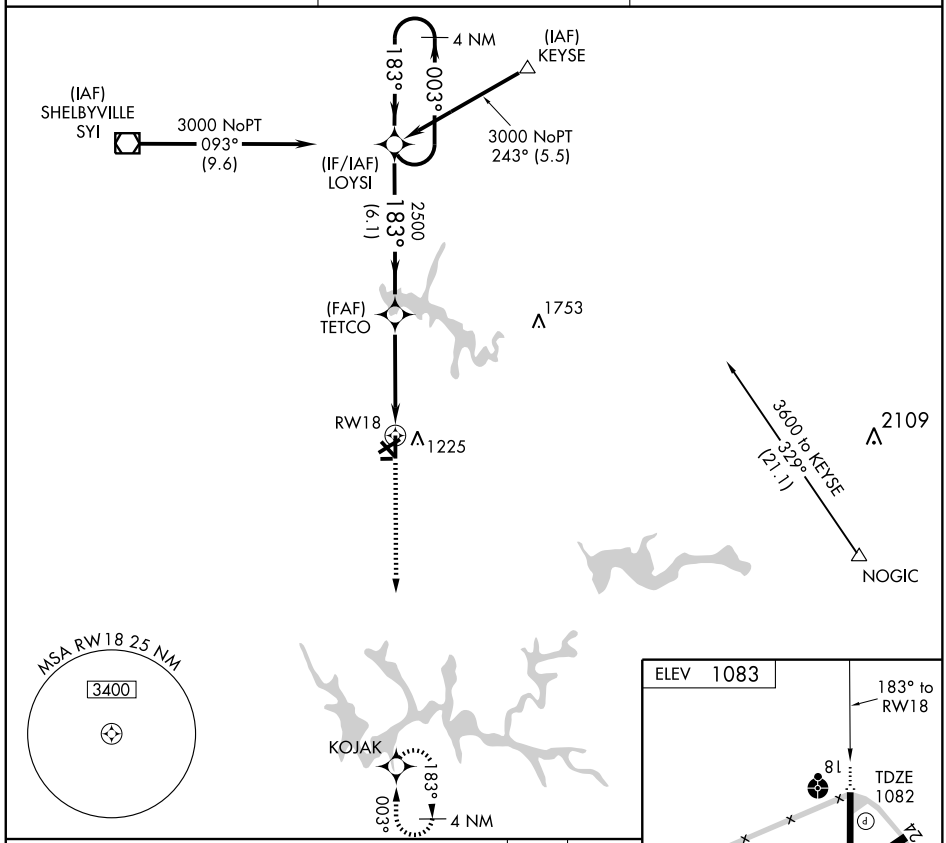
NA

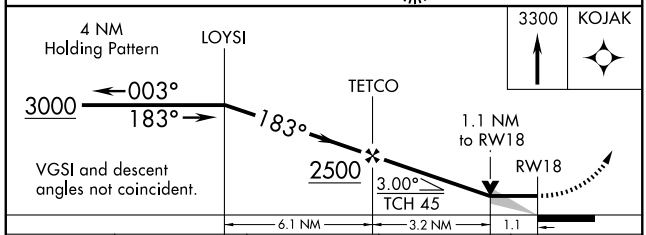
DME/DME RNP-0.3 NA. Inoperative table does not apply. Circling to Rwy 9-27 NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

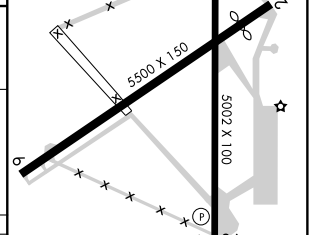
ODALS

MISSED APPROACH: Climb to 3300 direct KOJAK and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1500-1 418 (500-1)		1500-1¼ 418 (500-1¼)	
CIRCLING	1540-1 457 (500-1)		1540-1½ 457 (500-1½)	1640-2 557 (600-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4999
241°	TDZE	1082
	Apt Elev	1083

RNAV (GPS) RWY 24

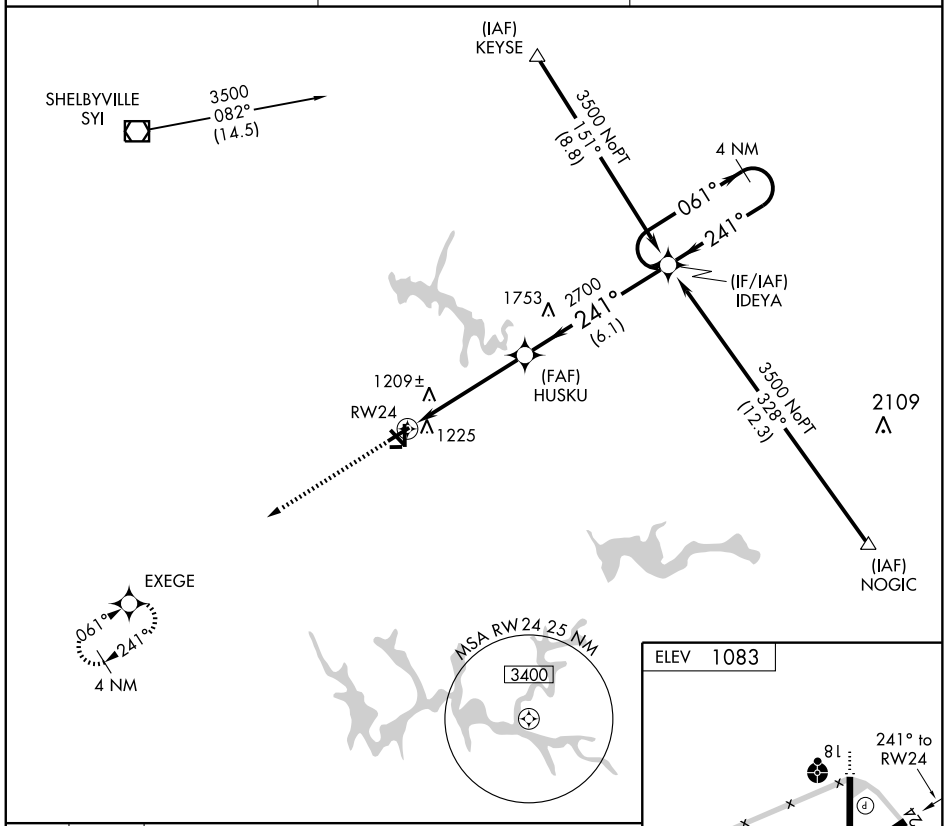
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

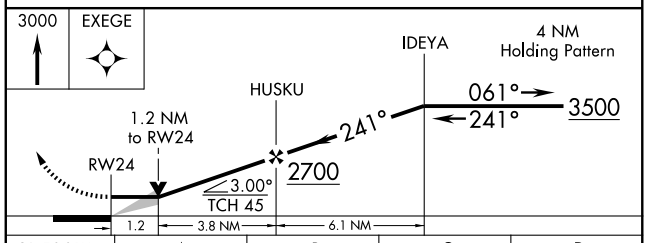
NA

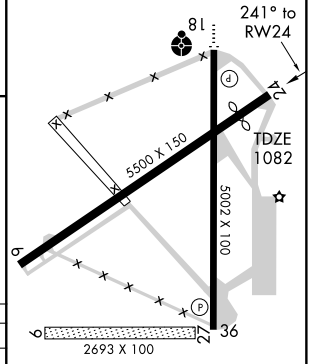
DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to 3000 direct EXEGE and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L







MIRL Rwy 18-36 L

REIL Rwys 18 and 36

CATEGORY	A	B	C	D
LNAV MDA	1500-1 418 (500-1)		1500-1¼ 418 (500-1¼)	
CIRCLING	1540-1 457 (500-1)		1540-1½ 457 (500-1½)	1640-2 557 (600-2)

APP CRS	Rwy ldg	5002
003°	TDZE	1082
	Apt Elev	1083

RNAV (GPS) RWY 36

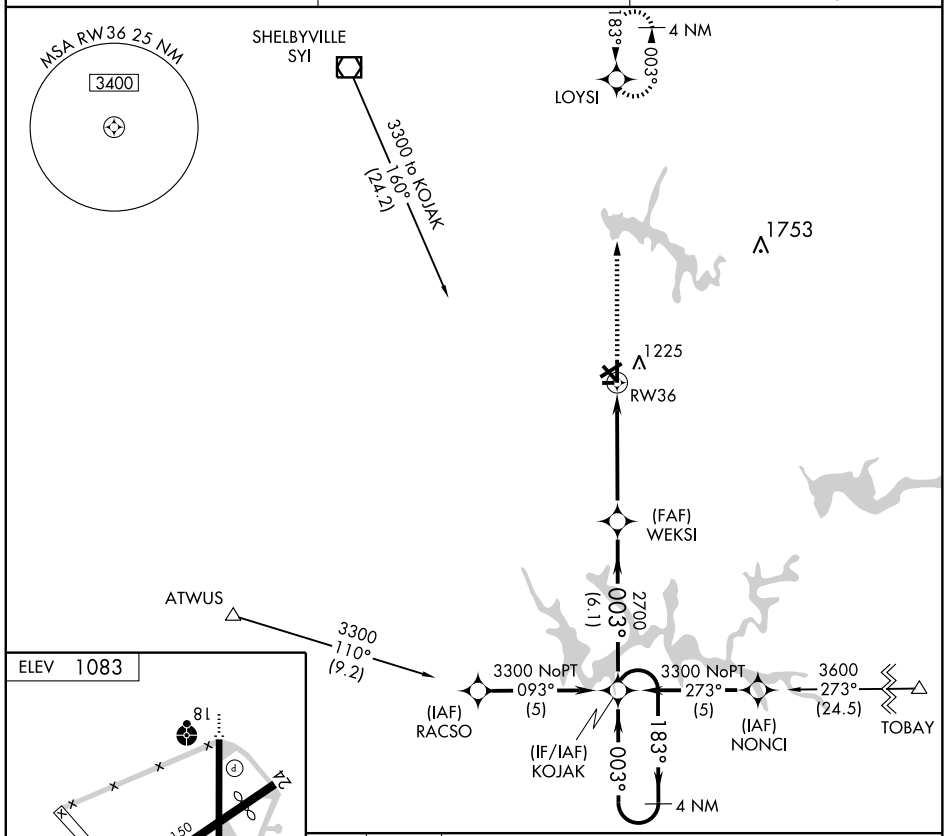
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

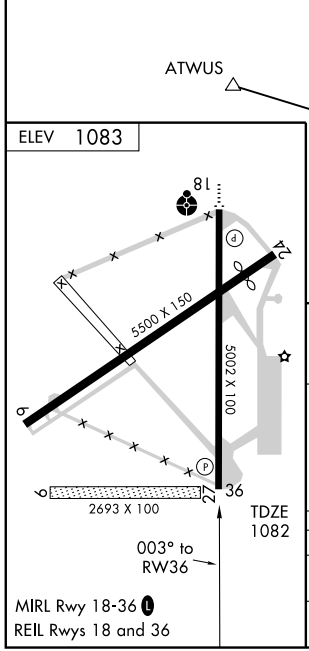
NA

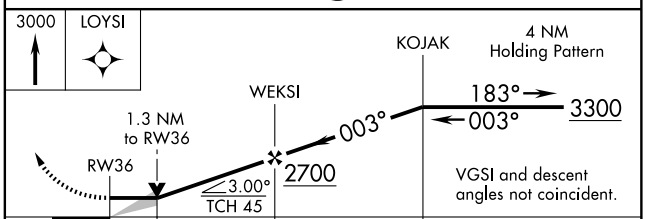
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Straight-in minimus NA at night. Circling to Rwy 9-27 NA at night. VDP NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to 3000 direct LOYSI and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1480-1 398 (400-1)			1480-1¼ 398 (400-1¼)
CIRCLING	1540-1 457 (500-1)		1540-1½ 457 (500-1½)	1640-2 557 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

SDF THA	APP CRS	Rwy ldg	5002
110.9	183°	TDZE	1082
		Apt Elev	1083

SDF RWY 18

TULLAHOMA RGNL/WM NORTHERN FIELD (THA)

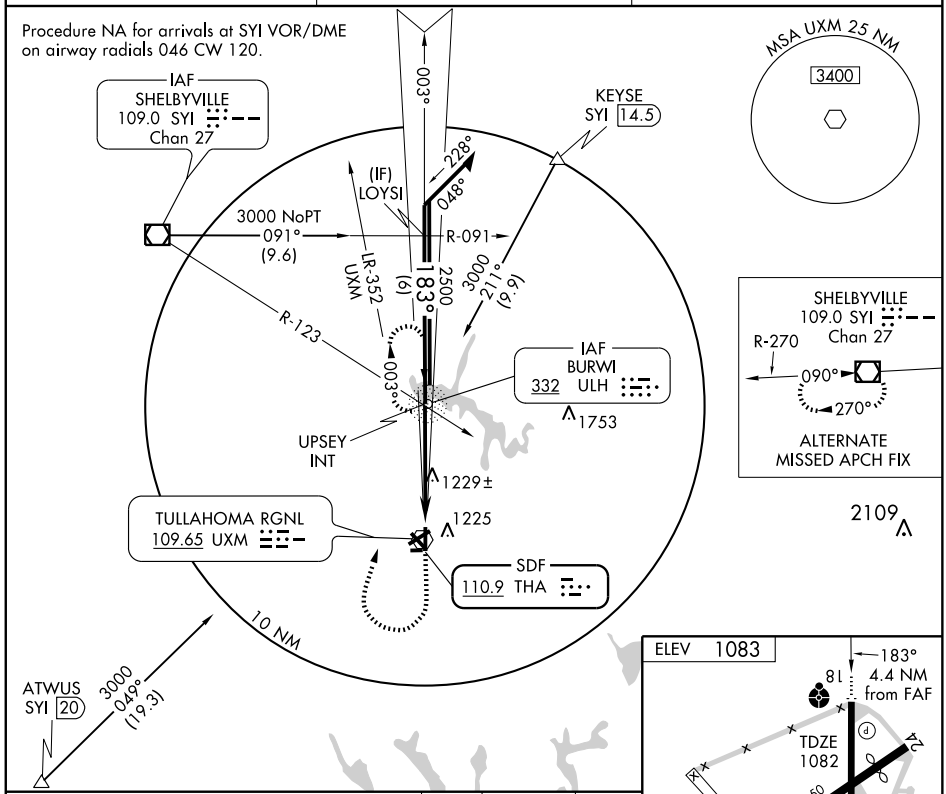
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 200 feet, increase S-18 Cat C visibility ¾ mile, Cat D ½ mile and Circling Cat C visibility ¼ mile, Cat D ½ mile. Inoperative table does not apply to S-18 Cat C when using Nashville Intl altimeter setting.

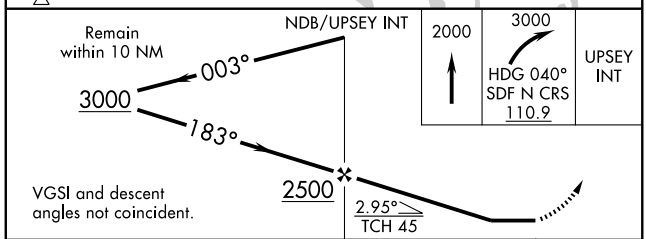
NA

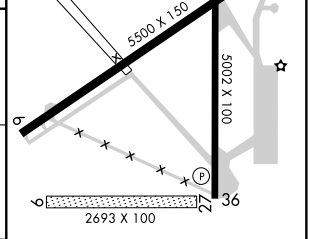
ODALS

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 040° and THA SDF N course to UPSEY INT and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L







MIRL Rwy 18-36 L

REIL Rwys 18 and 36

CATEGORY	A	B	C	D
S-18	1480-¾ 398 (400-¾)			1480-1¼ 398 (400-1¼)
CIRCLING	1540-1 457 (500-1)		1540-1½ 457 (500-1½)	1640-2 557 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-1. 14 JAN 2010 to 11 FEB 2010

VOR UXM	APP CRS	Rwy ldg	5500
109.65	069°	TDZE	1082
		Apt Elev	1083

VOR RWY 6

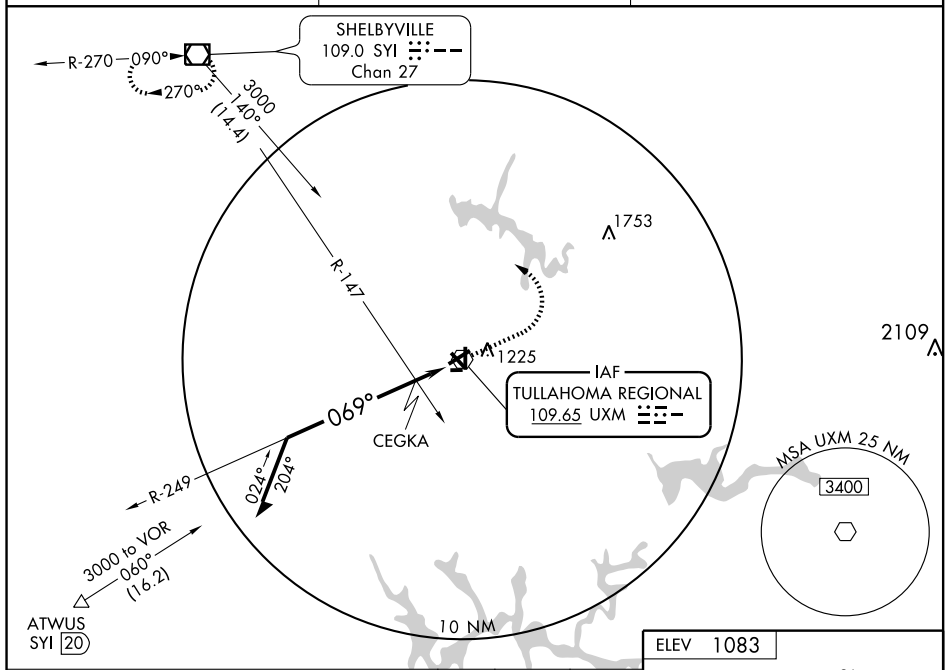
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

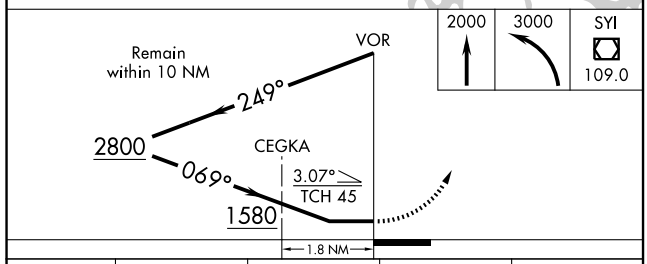
NA

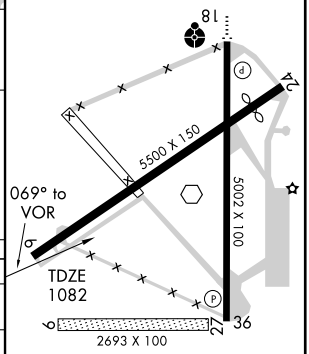
If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night.
CEGKA Fix minimums NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-6	1580-1	498 (500-1)	1580-1¼ 498 (500-1¼)	1580-1½ 498 (500-1½)
CIRCLING	1580-1	497 (500-1)	1580-1½ 497 (500-1½)	1640-2 557 (600-2)
CEGKA FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-6	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1. 14 JAN 2010 to 11 FEB 2010

VOR UXM	APP CRS	Rwy ldg	4999
109.65	232°	TDZE	1082
		Apt Elev	1083

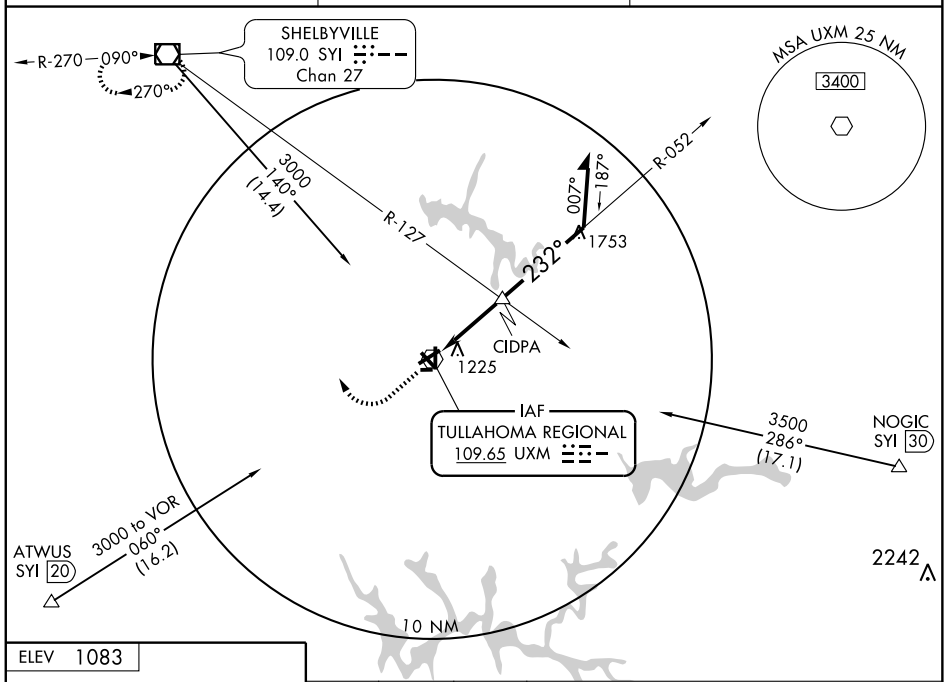
VOR RWY 24

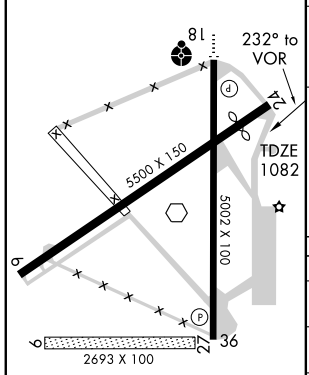
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

NA — If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night.

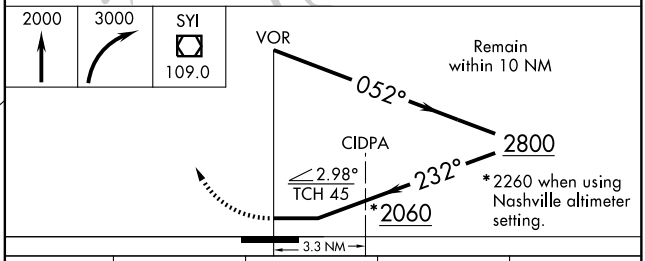
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct SYI VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L





MIRL Rwy 18-36 L
REIL Rwys 18 and 36



CATEGORY	A	B	C	D
S-24	2060-1¼ 978 (1000-1¼)	2060-1½ 978 (1000-1½)	2060-3	978 (1000-3)
CIRCLING	2060-1¼ 977 (1000-1¼)	2060-1½ 977 (1000-1½)	2060-3	977 (1000-3)
CIDPA FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-24	1500-1 418 (500-1)		1500-1¼ 418 (500-1¼)	
CIRCLING	1540-1 457 (500-1)		1540-1½ 457 (500-1½)	1640-2 557 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-UCY	APP CRS	Rwy ldg	5000
109.7	006°	TDZE	335
		Apt Elev	335

ILS or LOC RWY 1

UNION CITY/EVERETT-STEWART RGNL (UCY)

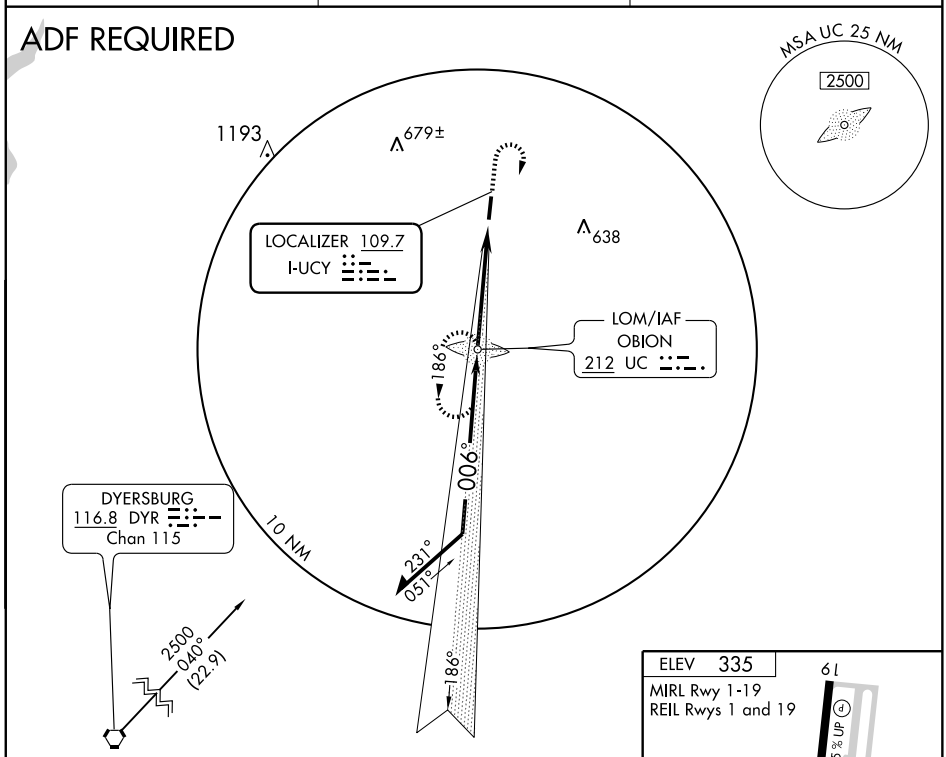
T A NA Inoperative table does not apply to S-LOC 1 Cat. C.

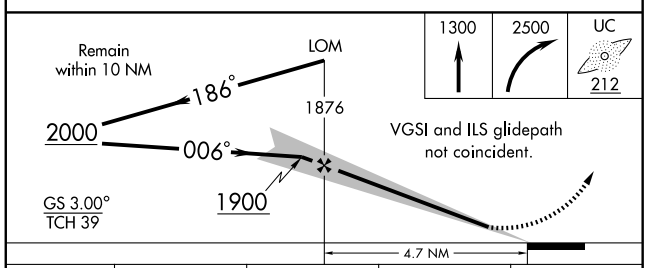
ODALS

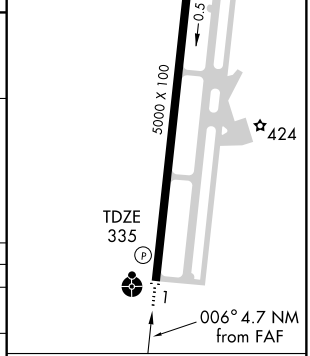
MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct OBION LOM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF)

ADF REQUIRED







CATEGORY	A	B	C	D
S-ILS 1	535-¾ 200 (200-¾)			
S-LOC 1	760-¾ 425 (500-¾)		760-1¼ 425 (500-1¼)	
CIRCLING	760-1 425 (500-1)	800-1 465 (500-1)	800-1½ 465 (500-1½)	900-2 565 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 40099 W01A	APP CRS 006°	Rwy ldg 5000 TDZE 335 Apt Elev 335

RNAV (GPS) RWY 1

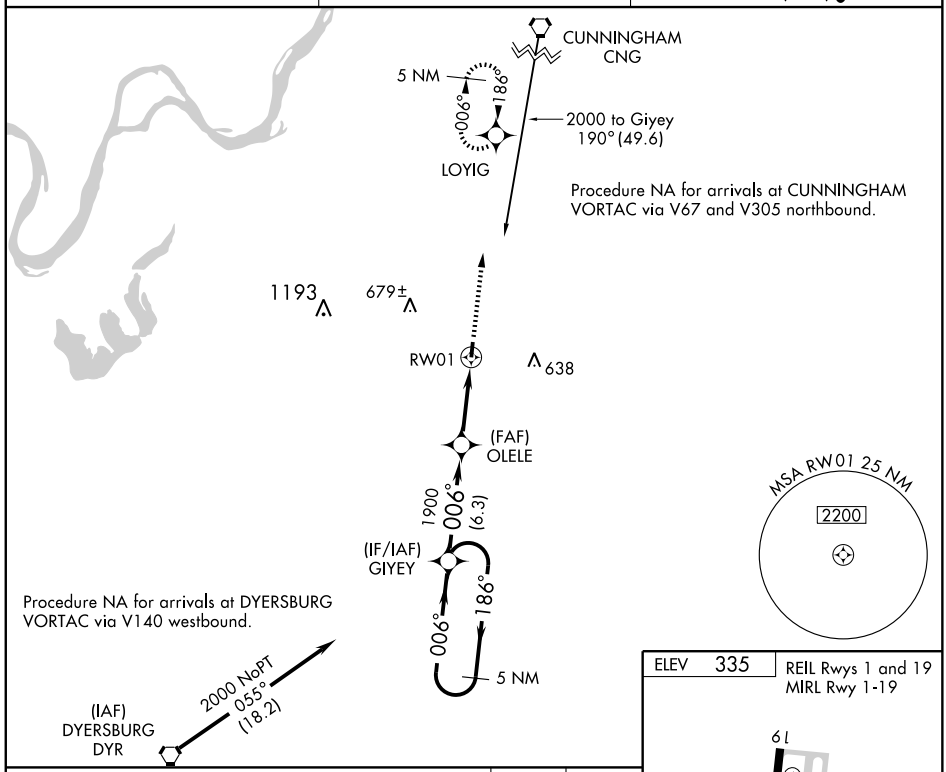
UNION CITY/EVERETT-STEWART RGNL (UCY)

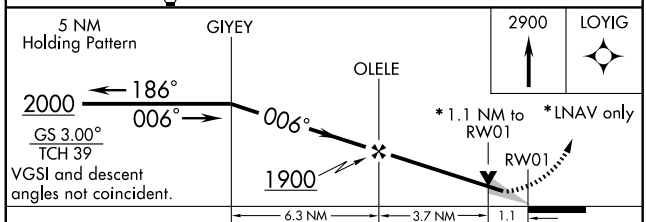
DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV.
If local altimeter setting not received, use Dyersburg Rgnl altimeter setting and increase all DA/MDAs 80 feet.
VDP NA with Dyersburg Rgnl altimeter setting.

ODALS

MISSED APPROACH: Climb to 2900 direct LOYIG and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF) L

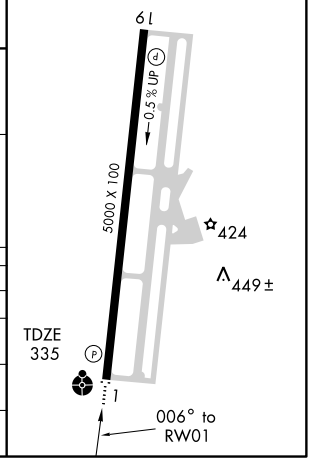




CATEGORY	A	B	C	D
LPV DA	585-¾ 250 (300-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	700-¾ 365 (400-¾)			700-1¼ 365 (400-1¼)
CIRCLING	760-1 425 (500-1)	800-1 465 (500-1)	800-1½ 465 (500-1½)	900-2 565 (600-2)

ELEV 335

REIL Rwys 1 and 19
MIRL Rwy 1-19



UNION CITY, TENNESSEE

AL-5525 (FAA)

APP CRS	Rwy ldg	5000
186°	TDZE	320
	Apt Elev	335

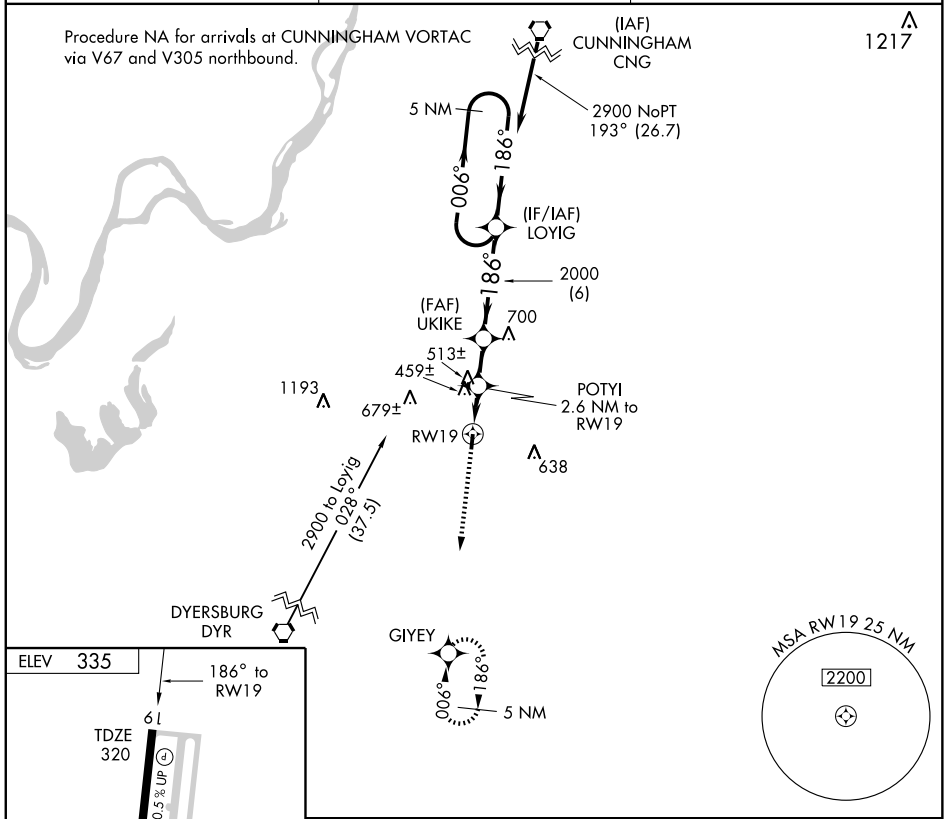
RNAV (GPS) RWY 19

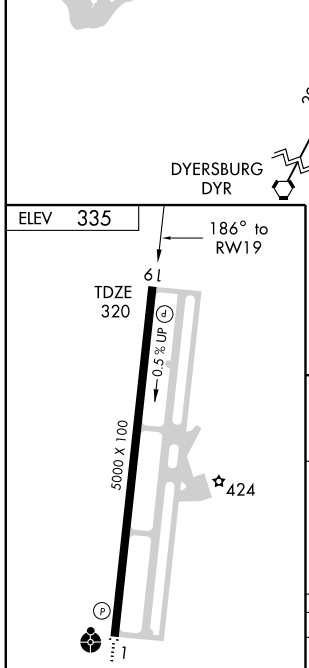
UNION CITY/EVERETT-STEWART RGNL (UCY)

Procedure NA at night. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dyersburg Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Dyersburg Rgnl altimeter setting.

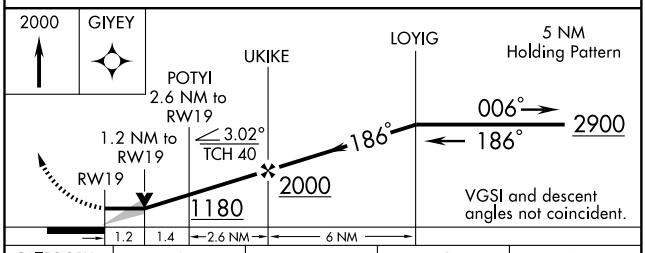
MISSED APPROACH: Climb to 2000 direct GIYEY and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF) L





REIL Rwys 1 and 19
MIRL Rwy 1-19



CATEGORY	A	B	C	D
LNAV MDA	720-1 400 (400-1)			720-1¼ 400 (400-1¼)
CIRCLING	760-1 425 (500-1)	800-1 465 (500-1)	800-1½ 465 (500-1½)	900-2 565 (600-2)

SE-1. 14 JAN 2010 to 11 FEB 2010

UNION CITY, TENNESSEE

AL-5525 (FAA)

VORTAC DYR	APP CRS	Rwy ldg	N/A
116.8	033°	TDZE	N/A
Chan 115		Apt Elev	335

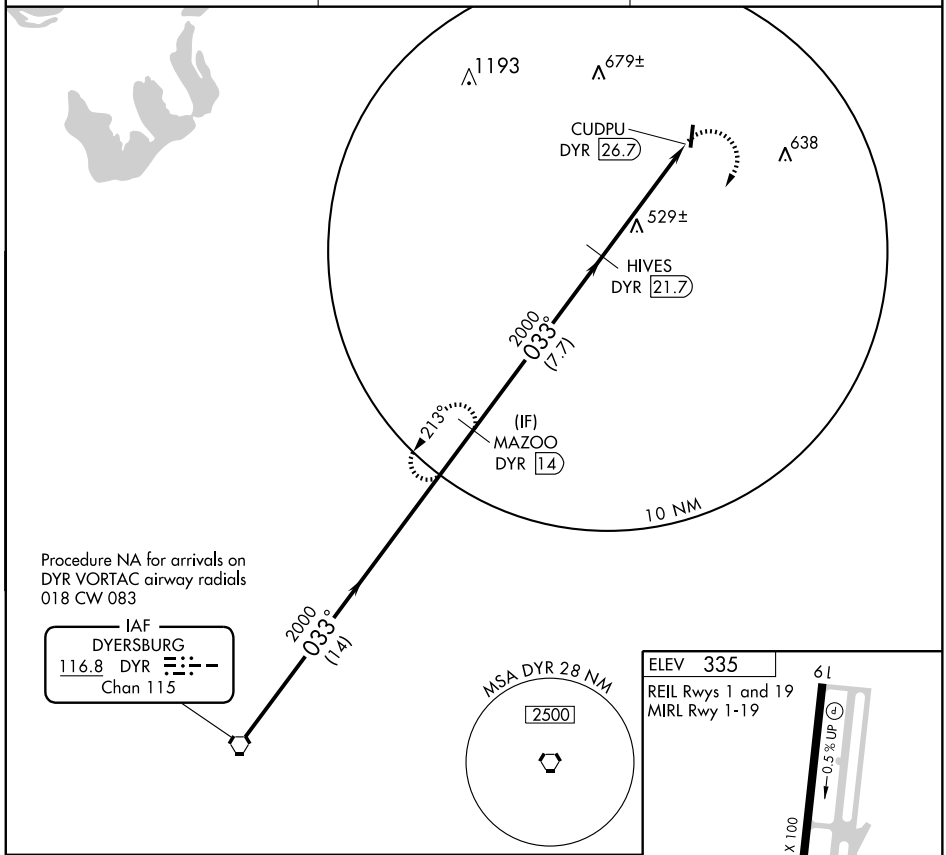
VOR/DME-A

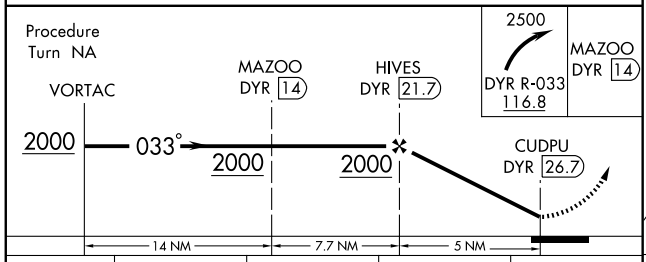
UNION CITY/EVERETT-STEWART RGNL (UCY)

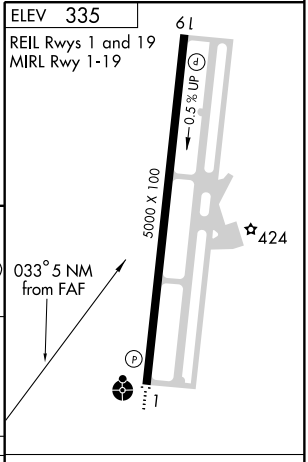
NA When local altimeter setting not received, use Dyersburg Rgnl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2500 via DYR VORTAC R-033 to MAZOO/14 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	780-1 445 (500-1)	800-1¼ 465 (500-1¼)	800-1½ 465 (500-1½)	900-2 565 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 14 JAN 2010 to 11 FEB 2010

NDB AEY 329	APP CRS 218°	Rwy ldg 4000 TDZE 755 Apt Elev 756

NDB or GPS RWY 21

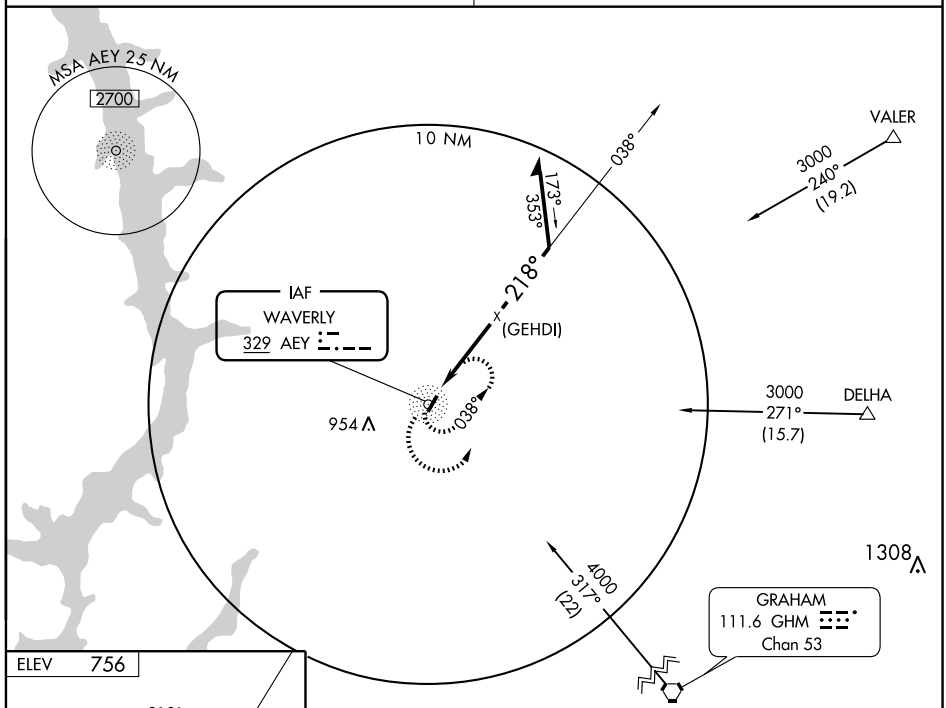
WAVERLY/ HUMPHREYS COUNTY (ØM5)

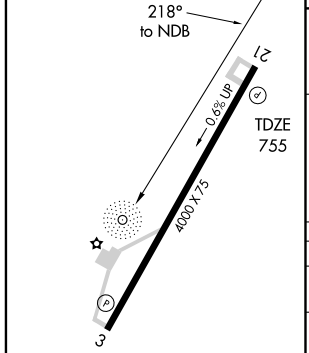
Obtain local altimeter on CTAF, when not received, use Nashville altimeter setting.

NA

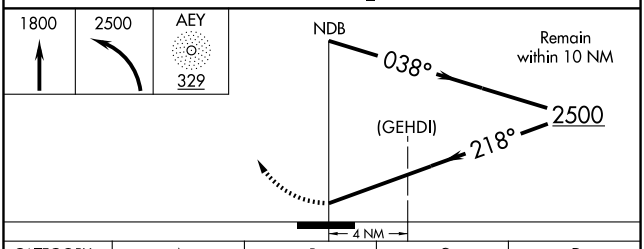
MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 direct AEY NDB and hold.

MEMPHIS CENTER	UNICOM
125.85 379.25	122.8 (CTAF)





MIRL Rwy 3-21



CATEGORY	A	B	C	D
S-21	1320-1 565 (600-1)		1320-1½ 565 (600-1½)	1320-1¾ 565 (600-1¾)
CIRCLING	1320-1 564 (600-1)		1320-1½ 564 (600-1½)	1320-2 564 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-21	1500-1 745 (800-1)	1500-1¼ 745 (800-1¼)	1500-2¼ 745 (800-2¼)	1500-2½ 745 (800-2½)
CIRCLING	1500-1 744 (800-1)	1500-1¼ 744 (800-1¼)	1500-2¼ 744 (800-2¼)	1500-2½ 744 (800-2½)

VORTAC GHM 111.6 Chan 53	APP CRS 318°	Rwy ldg NA TDZE NA Apt Elev 756

VOR/DME or GPS-A

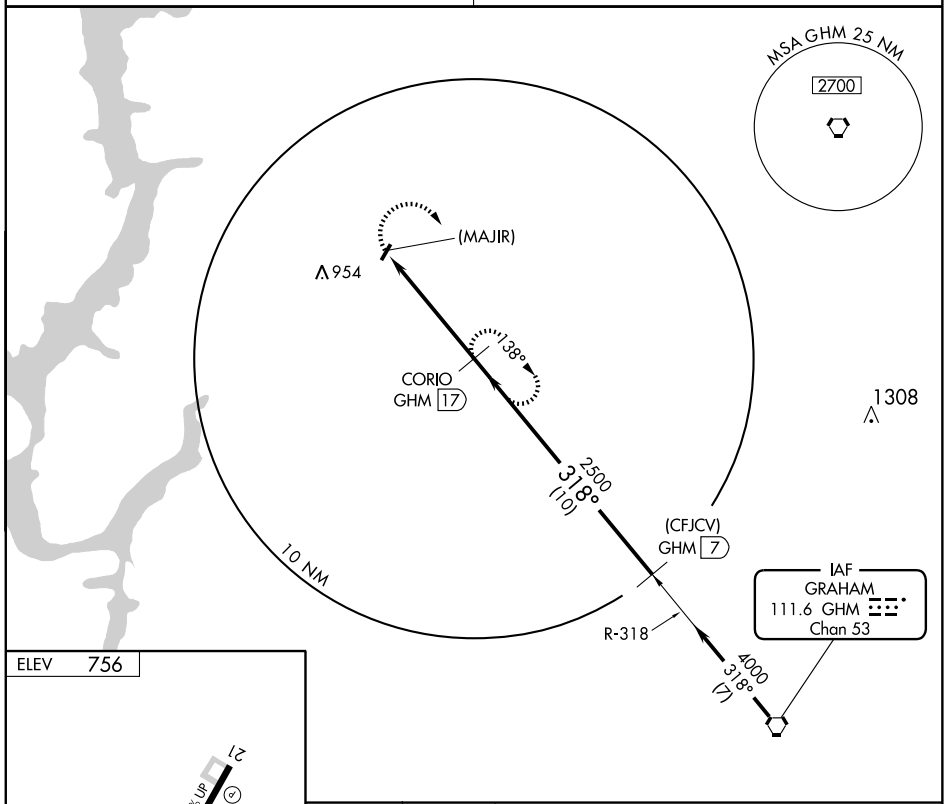
WAVERLY/HUMPHREYS COUNTY (ØM5)

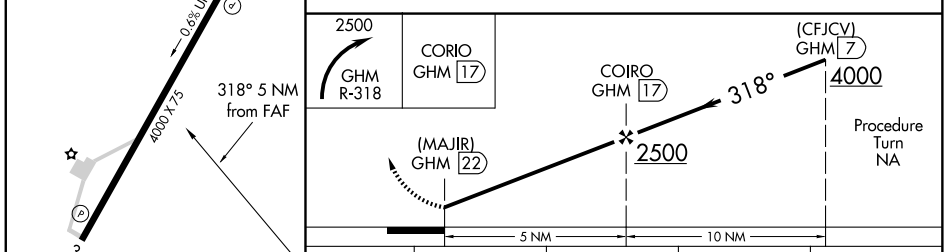
NA

Obtain local altimeter on CTAF, if not received, use Nashville altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via GHM R-318 to CORIO 17 DME and hold.

MEMPHIS CENTER	UNICOM
125.85 379.25	122.8 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	1220-1 464 (500-1)	1220-1¼ 464 (500-1¼)	1220-1½ 464 (500-1½)	1320-2 564 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
CIRCLING	1460-1 704 (800-1)	1460-1¼ 704 (800-1¼)	1460-2 704 (800-2)	1460-2¼ 704 (800-2¼)

MIRL Rwy 3-21

SE-1. 14 JAN 2010 to 11 FEB 2010

NDB BGF	APP CRS	Rwy ldg	5002
263	191°	TDZE	971
		Apt Elev	979

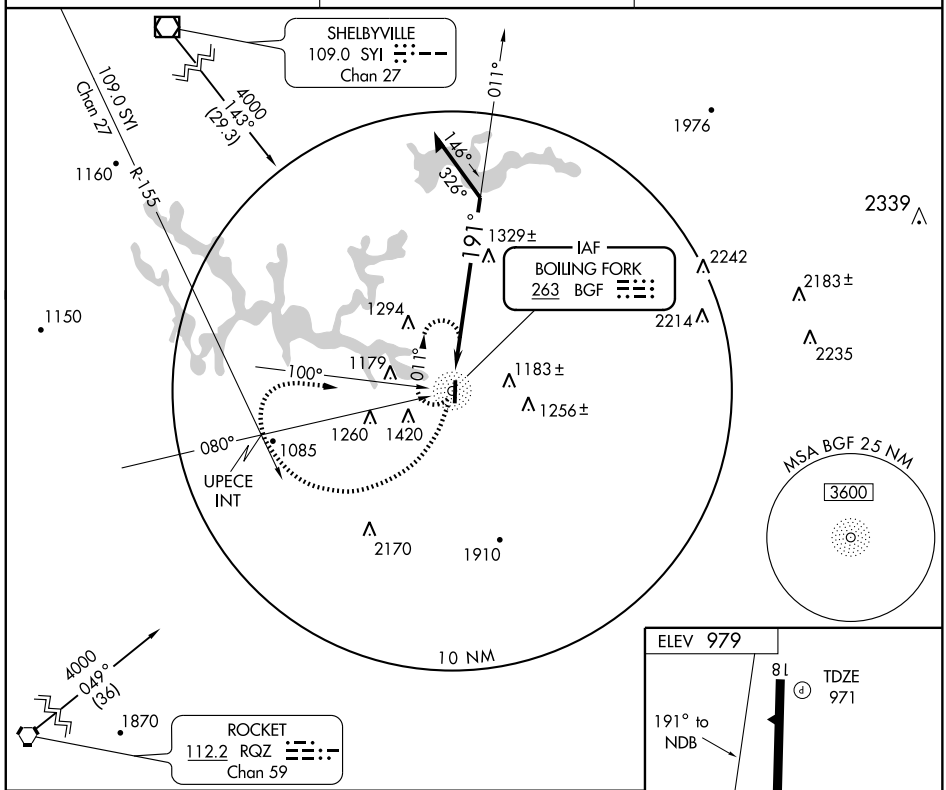
NDB RWY 18
WINCHESTER MUNI (BGF)

When local altimeter setting not received, use Chattanooga altimeter setting and increase all MDA 160 feet. Visibility reduction by helicopters NA. Increase S-18 and circling visibility ¼ mile Cat. B, ½ mile Cat. C and D.

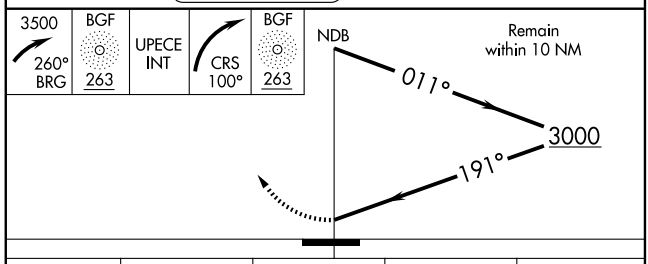
NA

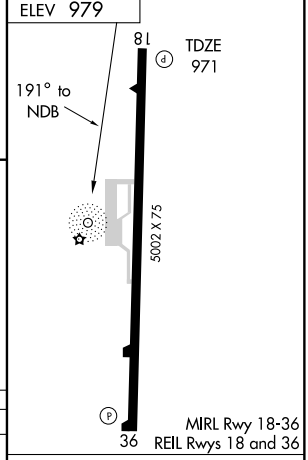
MISSED APPROACH: Climbing right turn to 3500 via 260° bearing from BGF NDB to UPECE INT then right turn via 100° course to BGF NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.675	126.75 353.5	122.8 (CTAF)



3500	BGF	UPECE INT	BGF
260° BRG	263	CRS 100°	263





CATEGORY	A	B	C	D
S-18	1680-1	709 (800-1)	1680-2 709 (800-2)	1680-2¼ 709 (800-2¼)
CIRCLING	1680-1	701 (800-1)	1680-2 701 (800-2)	1780-2½ 801 (900-2½)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 99707 W36A	APP CRS 005°	Rwy ldg 5002 TDZE 979 Apt Elev 979

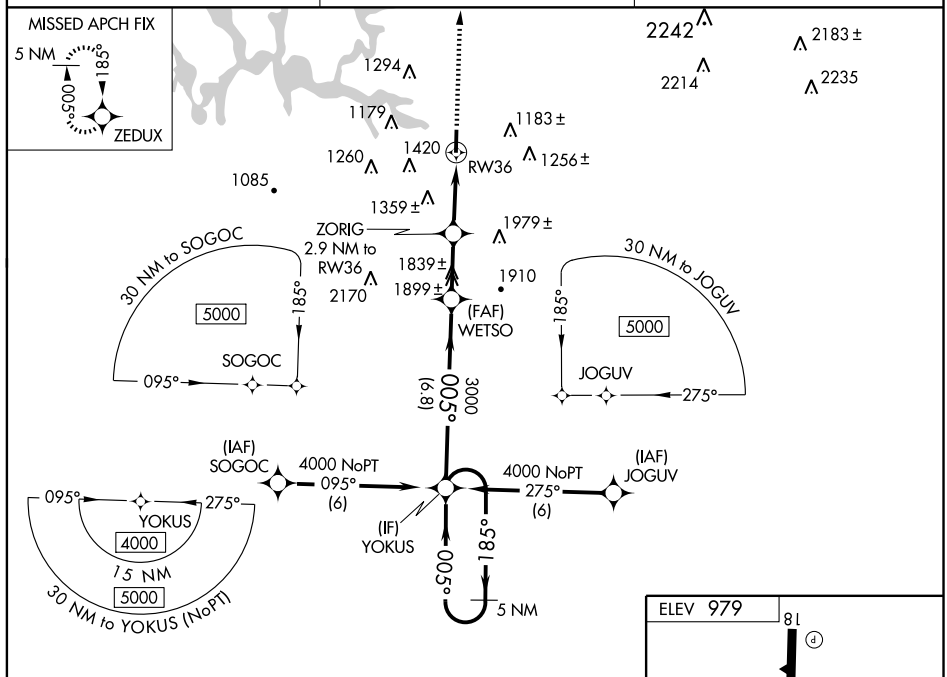
RNAV (GPS) RWY 36
WINCHESTER MUNI (BGF)

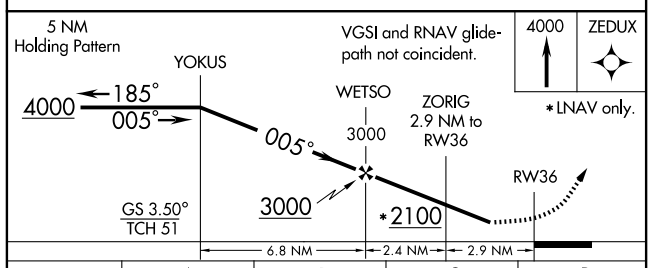
NA

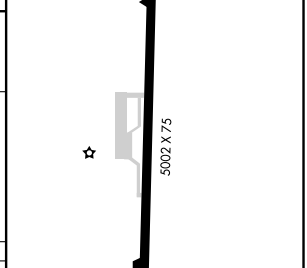
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). Baro-VNAV and LNAV NA when using Chattanooga altimeter setting. When local altimeter setting not received, use Chattanooga altimeter setting and increase LPV DA to 1503, LNAV/VNAV DA to 1530 and all MDA 160 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats. Increase circling visibility ½ mile Cat. C. GPS or RNP-0.3 required.

MISSED APPROACH: Climb to 4000 direct ZEDUX and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.675	126.75 353.5	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1340-1 361 (400-1)			NA
LNAV/VNAV DA	1367-1¼ 388 (400-1¼)			NA
LNAV MDA	1540-1 561 (600-1)		1540-1½ 561 (600-1½)	NA
CIRCLING	1540-1 561 (600-1)		1540-1½ 561 (600-1½)	NA

APP CRS	Rwy ldg	5002
185°	TDZE	971
	Apt Elev	979

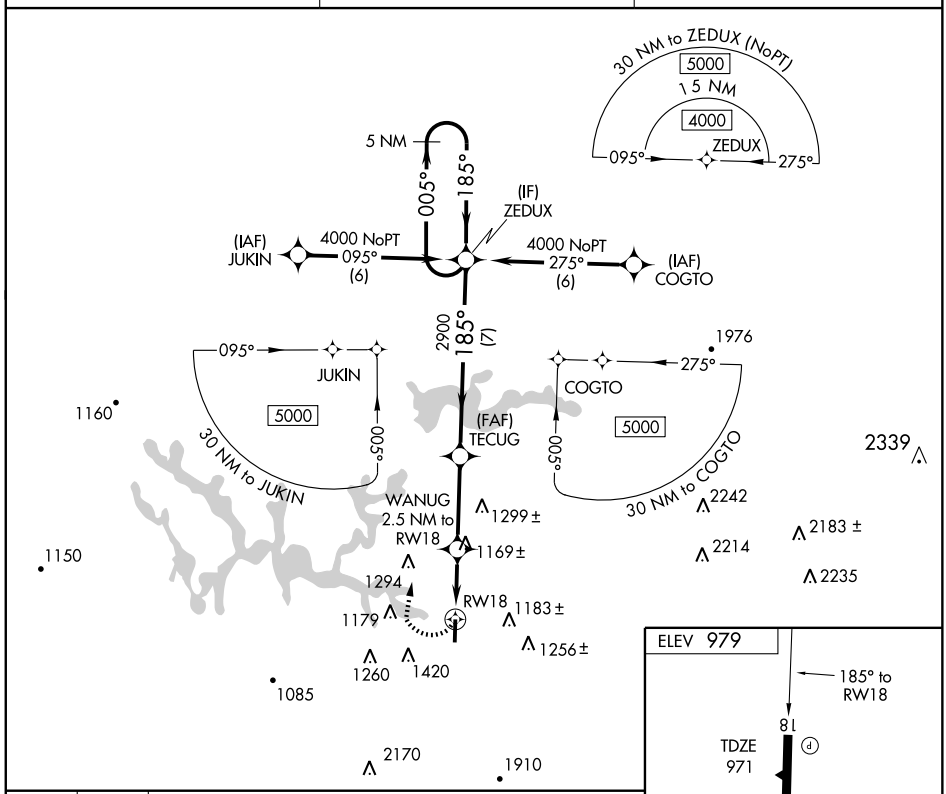
RNAV (GPS) Y RWY 18
WINCHESTER MUNI (BGF)

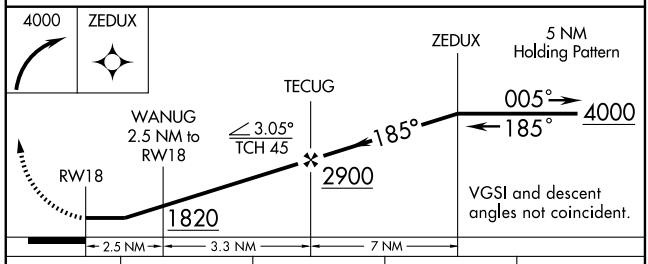
NA

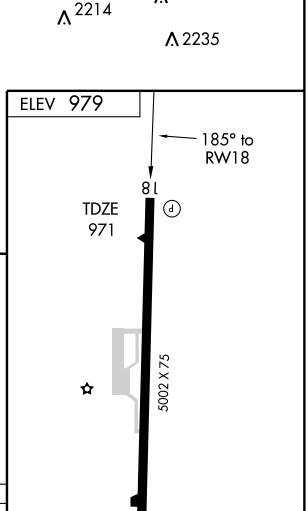
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga altimeter setting and increase all MDA 160 feet, increase LNAV and circling Cat. C and Cat. D visibility ½ mile.

MISSED APPROACH: Climbing right turn to 4000 direct ZEDUX and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.675	126.75 353.5	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1420-1 449 (500-1)		1420-1¼ 449 (500-1¼)	1420-1½ 449 (500-1½)
CIRCLING	1460-1 481 (500-1)		1540-1½ 561 (600-1½)	1780-2½ 801 (900-2½)

WAAS CH 42708 W18A	APP CRS 185°	Rwy ldg 5002 TDZE 971 Apt Elev 979

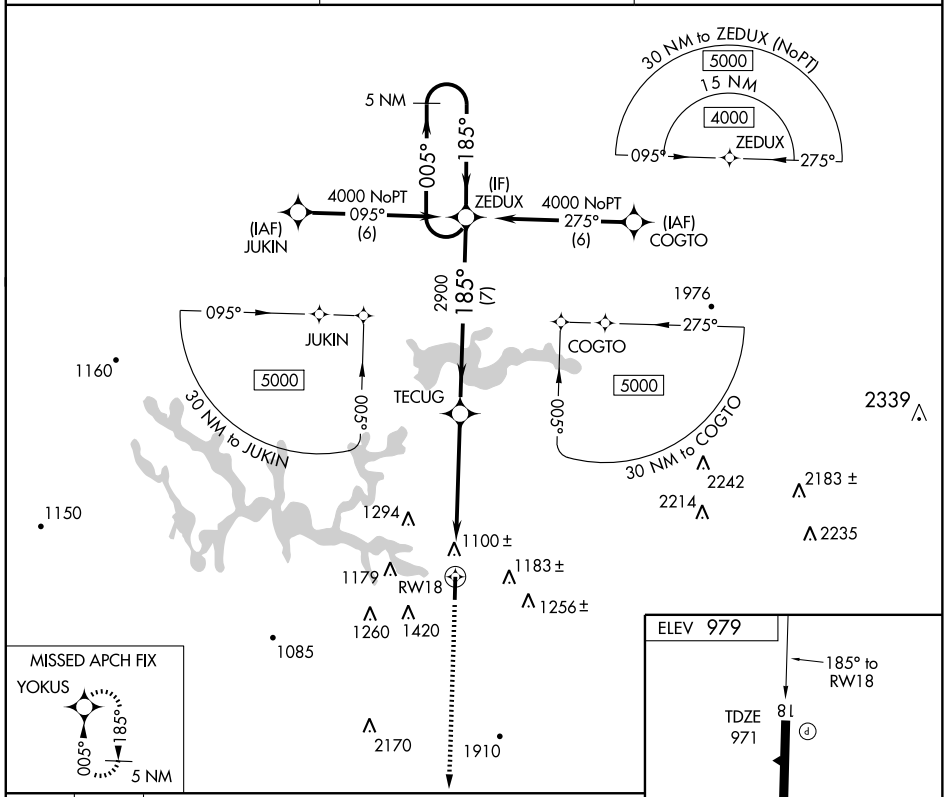
RNAV (GPS) Z RWY 18
WINCHESTER MUNI (BGF)

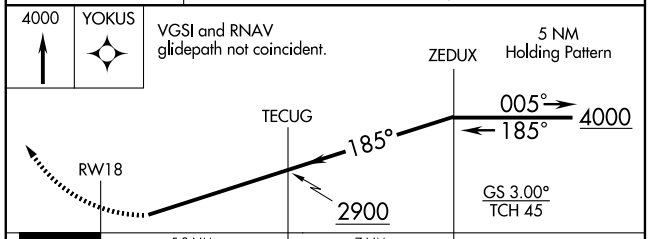
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga altimeter setting and increase LPV DA to 1510, LNAV/VNAV DA to 1731 and all visibilities ½ mile. Baro-VNAV NA when using Chattanooga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F).

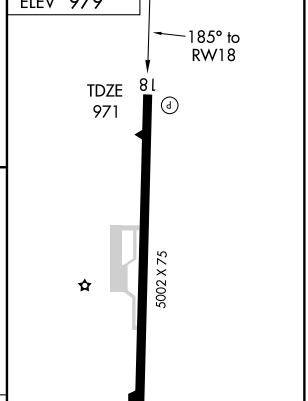
MISSED APPROACH: Climb to 4000 direct YOKUS and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.675	126.75 353.5	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1368-1½ 397 (400-1½)			
LNAV/VNAV DA	1589-2¼ 618 (700-2¼)			



SE-1. 14 JAN 2010 to 11 FEB 2010